

CBW

Coach and Bus Week

The PSV industry's news weekly • 24 May 1997 • Issue 270

Meet the Euro



**Will it be common
currency in the UK?**

● All the PSV News 4-13 ● Tour News 14&15 ● Legal News 16&17 ● Letters 18-20 ● Diary 21 ● Marksman 22
● Quiz 25 ● Sprinter 26&27 ● Vario 28-31 ● Cover Story 33&34 ● Deals 36&37 ● Back-Up 38 ● People 63



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Coach and Bus Week is published by Emap Automotive, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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Back issues 0181 956 3062

CBW is available only by pre-paid subscription

Annual subscription UK £49 per year

Annual Subscription Europe and Eire £92. Overseas £124

All rates include postage

Typesetting and origination: Goodfellow & Egan, Orton Southgate, Peterborough

Printing: William Gibbons, Wolverhampton

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

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ISSN 1351-3877

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Will driveline of future be European?

WITHIN every one of us lies a frustrated engineer. There can't be many — if any — in the coach and bus industry who haven't at some time or other pencilled an amazing new design on the back of an envelope.

However, some are called to greatness and others simply melt away into that sea of anonymity which calls itself the human race.

Engineers have a wonderful existence solving problems and constantly striving to make life easier for us all. Meanwhile, those who peer into their intriguing world are mystified by the fact that wiper blades leave streaks on windcreens and wiper mechanisms fail. Why do rearview mirrors silt up in light rain? Why don't.....?

The list is endless. But the most far-reaching questions are being asked among those experts who are looking at the drivelines of the future. Whether it be five, 10, 15 or 20 years ahead, there is every possibility that engines, gearboxes and rear axles will be totally different from those we know now.

In the search for zero-emissions the diesel engine is unlikely to provide the long-term solution. As passengers demand better quality, step-less gear changes with seamless acceleration and deceleration may result in a new way of transmitting power to the wheels. And taking drive direct to the wheels rather than to a differential could improve the interior layout of all coaches and buses.

But where are these developments taking place?

On page 10 of this issue you can read about MAN's new generation of completely flat floor buses and the same German manufacturer's diesel/electric hybrid.

Meanwhile, the world premiere of Renault's new ultra-low concept is due. This French bus has electric wheelhub motors.

Inevitably opinion is divided on the driveline of the future. However, views will be moulded in the light of who develops what and when... and whether or not it works.

Yet it's the European industry that is driving forward innovation while in Britain we look for pragmatic cost-effective solutions.

Many believe that Europe is opening up to the British operating groups and the pressure is on for them to perform in this arena. As they become successful doors will open for manufacturers to follow in their wake. However, resting on tried and trusted technology may not be acceptable as the city fathers balance the competing needs of environment and commercialisation.



*Mike Morgan,
Editor*

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events

1 June: Valley Lines Festival of Transport, and Bus & Coach Wales, Barry Island, Vale of Glamorgan. Details from Glyn Bowen, on 01443 693087

1-6 June: 52nd UITP Congress, Stuttgart, Germany, includes Worldwide Exhibition of Public Transport running parallel from 2-5 June. Details on 32 2 673 61 00 or fax 32 2 660 10 72

12 June: Buses Worldwide meeting, Fred Tallant Hall, 153 Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE

22 June: 2nd Classic Auto-Motion historic vehicle exhibition, Transport Research Laboratory, Crowthorne, Berks. Details from W. Ackroyd, 1 Hawthorn Road, Send, Ripley, Surrey GU23 6LH

11-13 July: Mobility Roadshow, Transport Research Laboratory, Crowthorne, Berkshire. Details from Jacqui Jones or Jan Gethings, tel 01344 661010 or 01344 661020. Fax 01344 661009. Email mavis.dot.crow@gt.net.uk

1-5 September: 25th European Transport Forum Annual Meeting, Brunel University, Uxbridge, London. Details and full copies of call for papers on 0181 741 5993, fax 0181 741 5993

STOP PRESS

SILVER Choice of East Kilbride has been bought out of receivership by its former management. David Gardiner, owner when the coach and hire car company failed in February with debts around £700,000, is buying it along with other managers and outside investors. Trading as Silver Choice Travel the company will run private hire and a London-Glasgow night-express.



Skyliner: first signs of new name at SJ Carlton

▼ Coach and Bus

BCT goes for name change

THE Confederation of Passenger Transport's training arm, Bus and Coach Training, is to change its name to TRANSFED as a precursor to getting Government status for its services.

The BCT is being considered by the Department of Education and Employment for its new National Training Organisation status, which will change the structure of the organisation and might compel it to encompass taxi and other pas-

senger transport training.

Progress in BCT's application was halted by the General Election and, as yet, there are no indications of success. But BCT has set up a central support team in readiness, and is considering its preliminary targets.

The new TRANSFED training coach, a Neoplan Skyliner tri-axle, was on show at the UITP conference after complete refurbishment by Neoplan dealership SJ Carlton.

▼ Coach and Bus

Buses get

AA business sold on to Stagecoach

by Andrew Jarosz

AYRSHIRE Coast independent Dodds of Troon is selling its long-established bus operation, AA Buses, and is concentrating on coach operation, after an extensive review of its business.

Stagecoach, which already owns Western Buses, and has recently acquired bus operations of A1 Service and Clyde Coast, will consolidate its hold on bus services in Ayrshire by moving operations to its Western garage at Ayr.

Involved in the sale are about 30 buses, and 80 staff, leaving a fleet of 17 coaches and 30 staff at the Troon depot.

Managing director James Dodds said the com-

pany was thinking of updating its coach fleet, but the decision may rest until next year. "We bought a new Van Hool-bodied executive Scania last year, and this is fine on our golfing tour work."

The company will continue to operate private hires and its own tours, which have around 120 departures, this year. It launched a small Continental tour programme this year to Italy, Norway, Holland and Germany, which is going well. It also operates tours on behalf of other companies, primarily North British Tours.

Its UK programme covers most Scottish destinations and several in England, with the majority of its passengers coming from Ayrshire and Northern Ireland via Stranraer.

▼ Coach

Raglan: driver faces charges in court

RAGLAN death crash coach driver Philip Crisp has denied at Cardiff Crown Court causing the deaths of 10 passengers by dangerous driving.

The coach, belonging to Aberdare-based Lewis Bros, which was taking a party of elderly people from a residential home in Aberdare in July 1995 for a day's outing to Stratford-upon-Avon, overturned on a roundabout on the A40 at Raglan, Gwent.

Mr Crisp, 30, of Jubilee Road, Aberdare, is charged with 10 counts of causing death by dangerous driving.

Prosecuting, Wyn Williams QC said Mr Crisp had claimed to police the coach had suffered total brake failure 58 miles into the journey and he'd only

had time to shout a warning before the coach flipped over.

However, the reality was Mr Crisp was travelling too fast during the approach to the roundabout and collided with a car seconds before, Mr Williams claimed.

Four social workers were part of the party of over 40 people and Mr Crisp's own wife and two-year-old son were on the coach as it stopped at a number of picking-up points in the Cynon Valley.

The speed limit for the coach was 60 mph and Mr Crisp had exceeded that, not by much but certainly by some miles per hour, alleged Mr Wyn Williams.

Vehicle examiners were on the scene within

an hour and a half. They discovered the rear brakes did not work but that the front brakes were in full working order. Tests carried out on another coach with the rear brakes disconnected showed it could be stopped over a distance of

165 metres.

Mr Crisp had said he had seen the Metro slowing down in front of him and attempted to steer round it but the coach mounted the roundabout and overturned.

■ The trial is proceeding



Ten died when DAF/Duple coach overturned

the elbow at Dodds



Tron-based coaching heritage continues but long-established AA local service is sold on

BUS BUSINESS

Thirty down

STAGECOACH subsidiary Greater Manchester Buses (South) has its O-licence cut from 745 to 715 vehicles. Vehicle examiners said 72 buses were examined and 17 were put off the road with dangerous defects.

■ Full report next week

Swiss role

MTL Trust Holdings has appointed SBC Warburg, part of Swiss Bank Corporation, financial adviser in its run-up to flotation in 1998. The move follows MTL's appointment of former Ford executive Dr Henry Shirman (*CBW*, 17 May) as md of operations across all five MTL subsidiaries.

Scot saver

FIFE Scottish is promoting multi-ride tickets in a half-price deal with environmental charities. Global Action Plan and World Wildlife Fund Scotland have produced a project pack with the discount vouchers.

Going ahead?

THE £5.75 million acquisition of Brighton Transport by Go-Ahead Group - which runs Brighton & Hove Bus and Coach - was expected to be approved by its worker/management shareholders at an extraordinary general meeting after *CBW* had gone to press. The former municipal now runs highly successful Brighton Blue Buses and Lewes Coaches.

Whippet race

WHIPPET of Fenstanton has launched an attack on a lucrative Stagecoach route in Cambridge after seven years intense competition on the A14 corridor to Huntingdon. The independent is running half-hourly to Arbury Estate using Leyland Titans between peaks. Frequency doubles next month as fares are cut from £1 to 85p and Stagecoach responds with new lowfloor buses on a 10-minute headway.

Don't miss

TRANSIT

- out this week

▼ Bus

Re-reg 'too dear'

PASSENGER transport executives and public transport officers generally believe the Government cannot afford to re-regulate the bus industry.

A survey by Symonds Group, the consultancy, asked just under 100 local authority personnel questions on a number of bus regulation issues.

More than half believed deregulation had been a bad thing for passengers, and just under a third that it had made no real difference to bus provision. Just under three quarters of those asked said bus deregulation had been a good thing for operators themselves.

According to the survey, local authority officers had little enthusiasm for high-profile tram and light-rail schemes,

and believe Government finance could be used for bus priority schemes, improved information services, better buses and subsidy for non-commercial bus services.

Almost all believed bus fares had risen and just under half believe weekend and weekday evening bus services have decreased.

More than half, 54 per cent, believe a tendered bus system like that in London would make the best alternative to the current system. They specified a centrally-planned network, timetabling, service standard and pricing regime, with groups of routes tendered for five years at a time.

■ Share boost - page 6

▼ Coach and Bus

Hoppa contract

SPEEDLINK has picked up the Heathrow Hoppa hotels contract, creating 65 jobs and adding 26 new lowfloors to the fleet.

Heathrow Airport has cut bus access of the 11 hotels in the local hoteliers' association to cut bus journeys from the terminals by a third. Volvo B6 lowfloors with 30 high-back seats will instead run a 10-minute shuttle service for which passengers pay a flat £2 single and £3.50 return fare.

The new service is backed by purpose-built bus lounges at terminals 3 and 4, while 1 and 2 will have to wait for redevelopment.

▼ Coach and Bus

Gloag fined £475

STAGECOACH director Ann Gloag has been fined £475 and given six penalty points after admitting a careless driving charge and driving without wearing her seatbelt. Her Jeep Cherokee took a bend on the wrong side of the road and collided with an oncoming car. Mrs Gloag, one of Britain's wealthiest women, was given 14 days to pay the fine.



In brief

JMS joins up

JONES Motor Services of Flint, one of the largest operators in North Wales, has accepted an invitation to join the Guild of British Coach Operators.

Networking

THE Skal Club of London, the 65-year-old travel industry association, is now on the Internet. Skal's 30,000 members are senior management worldwide. Its web site is: <http://members.aol.com:/com:skal14lond/skal>

Good example

A demonstration of Headstart, Hampshire County Council's innovative transport awareness campaign, is to be beamed around the world by satellite when featured at the World Exposition for the Millennium at Hanover, Germany. It has been selected by the United Nations as an example of good practice.

Master class

CREST Coach Conversions is now entitled to display the Guild of Master Craftsmen logo following grant of membership by the Guild's council of management.

■ A CBW road test report on a Crest PSV conversion of Volkswagen Sprinter minibus is on pages 26&27

Newport study

WAYS of encouraging employees to use public transport form part of a study by Halcrow Fox for the new LG development in Newport - a major development by the Korean electronics company which will employ 6,000 people.

Clean response

GREENERGY has responded to increased demand for cleaner fuel. Its City Diesel will now be stocked by Minster Fuels and British Fuels (Oils) Ltd (not Britain Fuels) at all their outlets in Britain.



Cross Gates factory is under pressure with new products in the pipeline

Coach and Bus

Expansion expected

...as Optare purchases land close to Autobus

OPTARE is believed to have purchased several acres of industrial land in the Rotherham area close to its Hellaby-based subsidiary, Autobus.

Although the Leeds-based group has not confirmed the reason for the acquisition it is believed to be for a new Autobus factory enabling expansion of its minibus conversion and Nouvelle body production beyond present targets, which are 100 vehicles in 1997 - already up by more than 25 per cent on last year's output.

However, capacity is under pressure at Optare's main manufacturing plant at Cross Gates, Leeds as it restarts production of its DAF Bus SB220-based Delta using the revised 8.65-litre-engined chassis. In addition



Delta build restarts alongside integral Excel

by Mike Morgan

tion the group has already announced plans for improved distribution for its coach sales division, so it is expected that the new Rotherham facility could have a multi-purpose role.

Last year Optare increased its market share of the single-deck bus market from 15 per cent to 18 per cent. More than 80 per cent of deliveries

were integral vehicles of its own design.

The company's activities were restructured earlier this year, putting its main activities into separate divisions - Bus Manufacturing, Autobus, CoachSales, UniTec, and Optare International. Managing director, Russell Richardson, promises "product and facility developments."



Saint first technical director

OPTARE has appointed its first technical director.

Glenn Saint (left), 34, reports directly to md Russell Richardson, taking responsibility for safety, regulatory compliance and long-term performance of the group's full range of coaches and buses

He joins from specialist commercial vehicle bodybuilder, Vehicle Technology Ltd, where he combined roles of general manager and engineering director. He took the company to Total Quality Management and ISO 9000 and established its predecessor in 1991.

Coach and Bus

Reports boost shares

UPBEAT reports of a meeting with the new transport minister Glenda Jackson attended by FirstBus chief executive, Moir Lockhead, gave bus sector shares a major boost last weekend.

Reports quoted industry sources as saying the meeting was "encouraging" with "reassuring noises". The inference that the new Labour Government would not introduce a harsh regulatory framework for local bus services was immediately picked up by the City. FirstBus shares jumped 21p to 221p and other groups moved in the same direction.

Uncertainty over Labour's plans for 'local regulation' was among the reasons why bus sector shares underperformed in the run up to the election and this is the first sign of recovery.

In his role as CPT president, Mr Lockhead met with Ms Jackson as part of a delegation from the Confederation of Passenger Transport to press the coach and bus industry's case ahead of a key policy meeting between deputy prime minister John Prescott and his transport ministerial team.

However, a CPT spokesman expressed surprise that newspapers carried stories about the meeting. He said: "We had no prior knowledge of the press reports. The first we knew was when doing the weekend press cuttings."

CBW

Optare ... The bus stops here.



Len Atkinson has the most boring job in the world but he doesn't mind because he's a detail man, which suits us because Optare's a detail company. From the moment the build team starts in our one-stop shop, Len is over their shoulders making sure that the screws are screwed in tight, and the bolts are bolted on right. So that when it comes to the final inspection Len knows, and the build team knows, that the quality and reliability associated with the Optare name will never be tarnished.

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OPTIMUM, THAT'S OPTARE

▼ **Coach**

Ops get chance to try Optimo IV

Toyota holds ride-and-drive weekend

TOYOTA'S ride-and-drive weekend at the Leicestershire headquarters of Salvador Caetano UK was geared to give operators a chance to experience the new Optimo IV at close hand without the need to book the demonstrator vehicle.

Although Optimo IV was first unveiled last Autumn (*CBW*, 28 September 1996), mainstream build was not expected before the start of this year. However, production transferred from the main Caetano plant at Gaia, Portugal, to a dedicated Optimo plant in nearby Ovar, resulting in an interrupted transition from six-cylinder Optimo III to the new four-cylinder mark IV model.

Consequently operators

by Mike Morgan

have read about the revamped small coach in *CBW*, seen it at last year's NEC show but few have had the opportunity to try it first hand.

For those tempted to sign on the dotted line for an Optimo — new or used — as a direct result of the three open days, Toyota GB sales manager, Steve Prime offered a free bag of golf clubs worth over £600.

Meanwhile, he told *CBW* that, despite its slow start, the trend among buyers of the £60,000 Optimo IV was to specify the £4,500 MAC Hispacold air-conditioning system. First air-con systems were fitted to a handful



Optimo opportunity: air-con option is growing trend

of 1996 Optimo IIIs but Mr Prime reports a sharp rise in demand and estimates 15 per cent of around 80 vehicles delivered this year will have air-con.

Another Optimo option promoted by Salvador Caetano is a luggage trailer costing £4,000

including tow bar and electrics. Sales director Derek Wakefield says it's ideal for many of the traditional Optimo clients who want the intimacy of a small coach yet bring with them large items of luggage such as golf clubs or brass band instruments.

Retro-fit seatbelt problem-buster service launched



Elite's Dave Nickson offers advice and mobile fitting service

SEATBELT specialist Elite Services fits belts to all new Optimos and launched its mobile 'problem-buster' service at the Toyota open days. Operators seeking seatbelt retrofit advice pay £50 up front. Elite's experts find a solution that meets regulations and the fee is deducted from the bill if the company is used to fit the belts.

Company boss, Dave Nickson, says the service is available to all operators, including those worried about existing seatbelt installations — for example on minibuses or coaches acquired second-hand.

The fully-equipped Elite van enables fitters to assess the difficulty of the retrofit. Where a decision is deferred the seats and their location are videoed as a permanent

record so that anchorage brackets can be designed accordingly.

Mr Nickson says the on-going controversy over seatbelts in pre-1988 coaches is of major concern to operators. His company's new service is designed to either reassure that existing fitments comply with existing regs, and/or provide a correct solution.

Elite responded to the BBC *Here & Now* TV programme which undermined the wisdom of retrofit seatbelts in older coaches (*CBW*, 29 March). In a pull-test on a Duple Dominant at MIRA an Elite-fitted seat survived the test, proving that it could meet current EEC directives for category M3 vehicles.

Contact Elite on 0161 480 0617.

FirstBus engineering re-jigged as two leave

ENGINEERING at one of Britain's largest bus-operating groups is reorganised next month as two directors leave. FirstBus chairman, Trevor Smallwood, confirmed that engineering director John Woolley retires and technical director Gordon Mills is to pursue other opportunities.

FirstBus divisional director for Yorkshire, Ray O'Toole, takes additional responsibilities

for engineering support within the group's UK bus division. His role includes quality monitoring and technical specification. He reports to FirstBus executive director UK bus division, Robbie Duncan.

This latest reshuffle follows major changes at main board level announced at the start of April, giving Mr Duncan responsibility for the whole UK FirstBus bus opera-

tions. He was previously executive regional director north and group md of GRT Bus Group. The structure under him changed radically with five divisional directors - including Mr O'Toole. The other divisional directors are: John McCormick - Scotland; Mike Mitchell - North West; Peter Hendy - London & South East; Bob Holland - South West and Wales.

CBW



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VOLVO

▼ Bus

Lowfloor midi launch at UITP

by Bill Godwin

A WHOLLY new lowfloor midibus for up to 38 passengers will be launched next month at the UITP exhibition, Stuttgart.

German coach-builder, Ernst Auwärter of Steinenbronn, is taking the opportunity to unveil its Teamstar City, which is based on a modified Mercedes-Benz 0814D Vario.

Auwärter has replaced the conventional driveline with a front-wheel-drive layout developed and built in house.

The new 7.6-metre long midi has two full-width (1,350 mm) doors to accelerate passenger flow at stops.

Other developments for urban transport at the show (1-6 June) include

Ernst Auwärter gives Vario front-wheel drive



Teamstar City is based on modified Mercedes-Benz 0814D chassis

diesel-electric hybrids from MAN, using a 6.9-litre D 08-powered generator feeding into what is described as a central drive electric motor with a conventional diff-type rear

portal axle in preference to the wheel hub motors which were so strongly hyped in 1994/5.

MAN will give an update on fuel cell technology of the type already

described (CBW, 22 March). While Mercedes-Benz will highlight its Citaro range, MAN - which by March 1997 had built and supplied over 5,000 vehicles since the launch

of lowfloor technology in 1988 - will major on the new completely flat floor configuration.

This includes a 12-metre bus with engine options of 220, 263 and 310 bhp and the completely revised articulated NG-type. Alternative fuel options include CNG - tanks in front and rear sections of the artic to increase operating range.

RVI is showing a full range of Agora-based city buses in 12-metre and articulated versions, including a new CNG-fuelled vehicle. Of great interest is the world premiere of the new ultra-lowfloor concept with electric wheelhub motors and adapted for guidance using the CIVIS principle first revealed two years ago.

▼ Bus

Kingfisher helps out

FIRSTBUS subsidiary Kingfisher Huddersfield has linked up with the local renal unit in the town to provide free transport to the group and its patients for their annual social outing.

Fifteen patients, their families and staff from the unit, which is a satellite of the St James's and Seacroft University hospitals in Leeds, were whisked

off to Blackpool this month, on their second annual trip, following a similar outing to Lightwater valley last year.

"We like to go out together as a group, and there's a real sense of community and friendship among us," said renal unit sister Sarah Greco. The group's main event involves about 50 people.

▼ Coach

Bradford group changes name

AFTER completing its 21st birthday celebrations, the Bradford & District Coach Operators Association has renamed itself the West Yorkshire Coach Operators, to take account of the fact its membership now comes from all over the county.

A total of 44 member companies, owning over 200 vehicles worth well over £6 million, make up the group, with members based as far away as Wakefield and Huddersfield. There are also several associate members connected with the transport and travel trade.

Spanning the range from 12-seater mini coaches to full executive touring coaches, annual investment in new vehicles is currently estimated at over £1 million per

annum. WYCO has regular monthly meetings and organises a comprehensive programme of speakers, visits and familiarisation working weekends.

A recent visit to Holland for 40 members was hosted by the Hague Tourist Board and sponsorship was extended by Volvo and the Crossroads Group, which included visits to Volvo facilities at Ghent.

Further visits to various parts of the UK are already in the pipeline, and speakers are lined up for most meetings.

Vice-chairman Barry Rennison (of Independent Coachways) said the group hoped to bring on stream the services of a 'duty' solicitor and an expert on road transport law.

▼ Minibus

Training for volunteers

THE Community Transport Association (CTA) has extended MiDAS - its new volunteer driver training and assessment scheme - into Scotland.

MiDAS was launched last November. It stands for Minibus Driver Awareness Scheme and provides a comprehensive driving assessment and training package for minibus drivers working in the voluntary and statutory sectors. There are already over 200 MiDAS trained drivers in Scotland and 50 qualified trainers.



West Yorkshire Coach Operators Association has 44 member companies



A Window Of Opportunity

Wright's Renown a stylish and comfortable citybus with the newly developed *Floline* concept is the first 12m PSV in Europe that no longer needs bonded windows to provide its structural strength and integrity.

Unfortunately, vandalism makes glass a major replacement item in today's bus fleets. The MIRA tested *Floline* system means that gasket glazing may now be used with very substantial financial benefits for operators. Bonded windows are expensive and specialist to fit. For the cost of just one bonded window (labour and parts), 4 gasket windows can now be fitted, and the faster easier fit keeps "lost operating time" to a minimum. What's more, operators' own fitters can do the work.

Of course, all the other benefits are there which make Wrights buses so good - the classic aluminium bolted systems for immense structural strength and safety: the fast repair facilities to vulnerable areas and the 85% standardisation of parts across the range to minimise stocking and re-training costs.

So when we talk about a "window of opportunity" that's exactly what we mean.



Firm started decade ago

EURO Coach Builders boss, Joe Ferry, started his body conversion firm over a decade ago after being in the motor trade all his working life.

The business is based at Donegal in the north west of Ireland. Early body conversions were on Iveco and Mercedes-Benz 609, with second-hand Mercs taking up a sizeable slice of output as the company climbed its way to top of the Irish minibus league.

Talks with the Merc dealer in Cork lead to conversion work on new 609s and around five years ago the company produced its first minibus body on chassis/cowl. Initially this was offered on Iveco 49.10 but subsequently orders from Dublin Bus/Bus Eireann resulted in 79 M-B 811/814s entering the combined fleets with a further 25 in the pipeline.

Output during 1996 was 85 vehicles - a mix of conversions and bodies - and the company employs 42 workers.

Mr Ferry has encouraged subcontracting and aims to have up to five or six small businesses in the area supplying such items as GRP and upholstery.

The EX33 coach body is its latest venture, using design and technology bought from Obradors of Spain — a vehicle which Mr Ferry plans to sell in the UK.

However, the European market has not been neglected and the first left-hand-drive Sprinter conversion has been completed for Germany.



Joe Ferry: plans to sell in UK

Spanish midi: search



This full-width 33-seat small coach targets the market between bodied van-derived chassis

First taker Ambassador

AMBASSADOR of Dublin was the first operator to take the new EX33 from Euro Coach Builders.

This yellow-liveried prototype attracted favourable reaction when displayed at the NEC. It targets operators seeking big-coach features in a small coach while paying midi coach prices.

Allan Seery, owner of six-coach Ambassador, spotted the potential and put the 33-seater to work on his top-quality tour and private-hire work.

He says the Irish market is ripe for this size of coach, with small groups resisting full-size vehicles.

In addition the Irish Government is promoting incoming tourism by offering a VAT refund to purchasers of new

coaches designed for that type of work. On the eve of delivery of the first Euro EX33, the definition of a tour coach was amended to include shorter coaches in this category if they conform with a specification that includes underfloor luggage space in bodywork that is over three metres high.

Consequently the additional price of the high-spec 33 seater is covered and Mr Seery can obtain a vehicle that meets his customer's aspirations for a luxury small coach without paying a premium over a body on Mercedes-Benz 0814D chassis/cowl.

He has now bought a second EX33 painted in Ambassador's discreet silver colour scheme.



EX33 meets the Irish

CBW

▼ Coach

on for dealer

New Irish-built vehicle destined for the UK

by Mike Morgan

THE search is on for a dealership to sell a stylish new Irish-built Spanish-designed midi coach destined for the UK.

Donegal-based Euro Coach Builders unveiled the prototype EX33 at Coach & Bus 96 but, despite claimed high levels of interest, managing director Joe Ferry refused to take orders because he was determined his company should first develop the vehicle in the light of operator comments.

EX33 is a 33-seat full-width midi targeting a niche market between coach-bodied van-derived vehicles and scaled-down large coaches.

It is based on 210 bhp front-engined Mercedes-Benz 1120L, has six-speed manual gearbox and 3.2-metre high bodywork designed by Spanish body-builder Obradors.

Choice of bodywork follows Mr Ferry's European-wide search for a vehicle with full-size coach features and styling but without the high cost associated with a down-sized vehicle.

Obradors not only fitted the bill but was prepared to negotiate a design and technology sale which cost Mr Ferry £450,000 — though 50 per cent of this cost has been paid for by the Irish Government.

The first EX33, which was unveiled at the NEC, was built by Obradors at its factory near Barcelona but Euro staff have since been trained in Spain and the Donegal factory has been geared up to full production.

■ **Exclusive first road test** — pages 32&33



and scaled-down full-size coaches



Government definition of tour coach



Regional Round-up



corridors in the region which could be turned into showcase schemes.

▼ **Staffordshire**

Quality initiative

STEVENSONS is launching a new quality initiative for local bus services in Lichfield on 2 June. The Cowie-owned company says its X1 sets standards for bus services, and gives passengers a customer promise, against which they can claim free journey vouchers if standards aren't met.

▼ **Sussex**

Mag launched

AN innovative magazine packed with information for tourists and locals has been launched by Brighton & Hove Bus Company.

On Route, a spin-off from Bus Times, Brighton & Hove's award-winning comprehensive timetable, is designed not only to help passengers get the most from bus services, but also to publicise interesting places to visit for shopping, leisure and entertainment.

The free, 32-page magazine also contains details on fare deals, days out further afield, and late-night bus services.

▼ **London**

Night tour back

LONDON General's London by Night tour returns for a new Summer season. Open-top double deckers leave Victoria Station, Taxi Road stop E at 8.30pm and 9pm for a two-hour tour, taking in Piccadilly Circus, Houses of Parliament, St Paul's Cathedral, Tower of London and Tower Bridge at their floodlit best.

Bargain trips

ANOTHER Summer programme of London Central's bargain day trips to the seaside is now in full swing. Double deckers are running on the Kent Coast Clipper service from various pick-up points in south-east London direct to Margate, Broadstairs and Ramsgate every Sunday and Public Holiday until 28 September. In addition they run Tuesday and Thursday between 15 July and 28 August. All buses serve Canterbury.

▼ **Perth and Kinross**

Service boosted

PARK & Ride in Perth and Kinross steps up a league, just like local soccer team St Johnstone, with the introduction of the council's six-day operation between McDiarmid Park and Perth City Centre. Buses run every 10 minutes all day.

Attending the launch of this much expanded and improved service are St Johnstone FC manager Paul Sturrock; Perth & Kinross Council Roads and Transport Committee vice-convenor, Ewan Dow; and Stagecoach chairman Brian Souter (pictured). Mr Souter said: "The scheme demonstrates that public transport is a viable alternative to the car."

▼ **Merseyside**

MTL sponsorship

MTL subsidiary Southport and District Buses is to sponsor the Southport Half Marathon for the third year running. High tides in early October mean race organisers at Southport Waterloo Athletic Club plan to run the race a week earlier on 28 September.

▼ **West Midlands**

Centro package

A £10 million package of bus network improvements in the West Midlands is being prepared in a bid for Government funding. New super routes and a start on a new West Bromwich bus station are among the proposals being considered by West Midlands Passenger Transport Executive (Centro), which has identified two bus

▼ UK

Selling Wales

A WALES of a time awaits operators at this year's Coaching For Pleasure Day on Monday 22 September, which is being held in the principality for the first time. The event, which is organised by the Coach Tourism Council, allows operators to take group organisers on a complimentary day out to sample potential new venues for excursions.

The first visit to Wales also marks a change in format. The event will be based at Tredegar House but each group organiser will have the chance to join a short and longer excursion to one of the area's attractions.

The short destinations are Carleon Roman Fortress, Caerphilly, the Cwmcarn Forest Drive, Greenmeadow Farm and Penhow Castle. Extended excursions will be to the

Big Pit Mining Museum; Caldicot Castle and Chepstow Racecourse; Chepstow town and castle; Festival Park Factory Shopping; Llancaiach Fawr Manor and Gelligroes Mill; a Tintern and Wye Valley tour; and a tour of the Vale of Usk.

Phil Coates, of South East Wales Travel Trade Development and Support, said: "We are delighted to be hosting this year's Coaching For Pleasure Day and to have the opportunity to show off this area of Wales to its full potential."

Group organisers will have full access to tour Tredegar House, where there will be a tourism workshop. Packed lunches will be served.

Contact CTC secretary Derrick Alsop on 0115 973 2260.



Touring option: the Big Pit Mining Museum

▼ Europe

Dover coach

Short-sea coach traffic

	April 1997		
	Coaches	Market Share	+/- March 1997
Dover	14,180	73.4%	-3.9%
Ramsgate	130	0.7%	+0.1%
Le Shuttle	5,002	25.9%	+3.8%

	January to April 1997		
	Coaches	Market Share	+/- January to April 1996
Dover	40,725	75.6%	-1.2%
Ramsgate	440	0.8%	-0.1%
Le Shuttle	12,729	23.6%	+1.3%

Port traffic volume

BUSINESS is booming at the Port of Dover, where the volume of coach traffic in the first four months of the year is running at 20 per cent above the figure for the comparable period in 1996.

Dover carried 40,725 coaches up to 30 April, compared to 33,798 last year, giving it three-quarters of the market on the short-sea crossings. In all, 14,180 coaches used the port in the month of April, an increase of 7.6 per cent on March, when 13,175 vehicles were carried.

▼ UK and Europe

Themed breaks take off

STRONG demand has prompted Shearings Holidays to launch an expanded second edition of its *UK and European Themed Breaks* programme.

Capacity has been increased by 50 per cent, to 30,000, and the new publication - produced in three regional variations - follows the February launch of what Shearings reported was the first theme breaks programme available nationally through the retail travel trade.

New features include five-day railway specials visiting historic steam railways in England, Wales and Scotland, and breaks to Goodwood Races and the 1997 Royal Tournament.

The Royal Pageant of the Horse - the focal point of the Queen's Golden Wedding celebrations - is also included.

The European programme now offers three-day packages to Disneyland Paris, Paris and Bruges; a champagne and chocolates tour; and a factory outlet shopping break based around Lille.

In a move that reflects the merger of Shearings' UK and Themed Break product departments, the new brochure is being used to promote the company's budget Pick and Choose brand.

Pick and Choose is a tactical device used to maximise load factors in Shearings' own UK hotels, by offering packages in which only the holiday region is identified at the time of booking. Details of hotel accommodation are confirmed a minimum of two weeks prior to departure.

The UK lead-in price is £89 for a series of two-day Laser, Symphony & Promenade Concerts and a Riverdance theatre package. All include return coach travel, one night's bed and breakfast and event tickets.

European products start at £79 for a three-day break to Paris.

All products use Shearings coach feeder network to offer free pick-ups from up to 1,000 local joining points.

Holland for **£11** Home Again for **FREE**
per person

Stena HSS special introductory offer - 48-hour return for the price of a single ticket.

Call Stena Line on
0990 204402

Stena Line HSS

buoyancy

up 20 per cent as Le Shuttle claws back market share

by William Golden

The buoyancy of the coach market is underlined by figures for the first three months of the year that showed the number of passengers increased by 41 per cent to nearly four million, compared to the same period in 1996.

A total of 5,002 coaches used Le Shuttle during April, giving it 25.9 per cent of the market, nearly a three per cent increase on March. In the first four months of the year, 12,729 vehicles have

used the Channel Tunnel service, giving Le Shuttle 23.6 per cent of the market.

Paul Cowgill, UK passenger sales manager, said: "Month on month, Le Shuttle's market share has grown three per cent and we have achieved 95 per cent of the number of coaches carried during the same period in 1996. This has been achieved despite having 60 per cent less capacity available as a result of the closure of the South Tunnel."

The restructuring of the Sally Ferries ser-

vices from Ramsgate to Dunkirk and Ostend continues to be reflected in the figures for April, which showed that 130 coaches used the Kent port, a marginal increase on March. The first four months of the year have seen 440 coaches use Ramsgate, giving it under one per cent of the market.

The increased volume of coach traffic has been helped by the good exchange rates, which have provided a welcome fillip to the day trip and short-break markets.



French leave: getting a taste of France were (from Left) Linda Roberts, of The King's Ferry; David Gouldby, of Hoverland Travel; and Lisa Ravenscroft, of Ascot Travel

▼ Europe

We have lift-off

MORE than 30 coach operators joined Le Shuttle on a familiarisation trip to the Nord Pas de Calais. It was organised in conjunction with La Coupole, a new attraction scheduled to open this month on the former V2 rocket site.

The itinerary included a visit to La Coupole, lunch in the restaurant Moulin du Snick, and a tour of the town of St Omer. They are all within a 25-minute radius of Le Shuttle terminal at

Calais. Linda Roberts, of The King's Ferry, said: "I hope to include a very similar itinerary in the programme later this year."

Paul Cowgill, Le Shuttle's UK passenger sales manager, said: "We were delighted with the positive response we received from the market for our first familiarisation trip this year. We intend to operate a number of similar trips in the next few months, developing different destination ideas." **CBW**

▼ UK

Botel management buyout

MANAGEMENT change at Botel Services, the Rotherham wholesaler, has resulted in md Kevin Baum and sales and marketing director David Bridge purchasing the share-holding of Malcolm Grout, former director of Botel and Leger Travel.

The buyout was supported by 3I plc, the UK's leading venture capital organisation.

Mr Baum said: "This change of ownership sets Botel well on course for an exciting and innovative future, with further investment and growth being made as we deem necessary."

"Recent developments at Botel have seen the publication of the 1998 Long Haul European brochure and a theme park brochure, both of which are generating new business."



WEATHER

DIESEL PRICES

HOLIDAY POUND

City	Average temperature last week	City	Average temperature last week	Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling	Country	Currency exchange rate	Country	Currency exchange rate
Courtesy AA Roadwatch											
Amsterdam	11C/52F	Madrid	21C/70F	Austria	0.50	Luxembourg	0.40	Austria	18.99 Sch/£	Italy	2,691 Lire/£
Athens	28C/82F	Oslo	12F/54F	Belgium	0.48	Netherlands	0.48	Belgium	55.72 BFr/£	Netherlands	3.02 Gld/£
Berlin	25C/77F	Paris	17C/63F	Eire	0.55	Norway	0.67	Denmark	10.35 K/£	Norway	11.19 NKr/£
Brussels	11C/52F	Rome	26C/79F	France	0.49	Portugal	0.42	Eire	1.04 Punt/£	Portugal	270 Es/£
Dublin	13C/55F	Stockholm	18C/64F	Germany	0.48	Spain	0.43	France	9.07 F/£	Spain	226 Pta/£
Lisbon	20C/68F	Vienna	28C/82F	Greece	0.40	Sweden	0.54	Germany	2.69 DM/£	Sweden	12.29 SKr/£
Luxembourg	17C/63F	Zurich	20/68F	Italy	0.55	Switzerland	0.55	Greece	433 D/£	Switzerland	2.29 SFr/£

▼ Maintenance

Severe warning for H&B Coaches

 H&B Coaches received a severe warning about its maintenance standards at a Leeds disciplinary inquiry before North Eastern traffic commissioner Keith Waterworth.

David Boardman and Jack Harmer, trading as H&B Coaches, of 33 Moorfield Grove, Bolton, Lancashire, had been called because of concern over their maintenance record following the issue of a series of prohibitions.

DoT vehicle examiner Colin Wadelove said he had carried out a maintenance investigation at the end of January after a vehicle involved in an accident was found to have seriously defective brakes. He examined six of the nine vehicles operated, imposing one immediate prohibition and one delayed prohibition.

A total of 13 prohibitions had been imposed on the firm's vehicles since November 1994.

Of the 10 prohibitions issued between November 1994 and November 1996, six related to excessive smoke and electrical faults. However, since November 1996, events had taken a turn for the worse. In January a vehicle was prepared for inspection to clear a prohibition but a variation notice was issued as it was judged the steering joint was likely to separate.

On 23 January 23 the vehicle involved in the accident was found to have severe braking defects due to maladjustment, yet the maintenance records showed the brakes had been adjusted by the firm only six days previously.

He agreed with John Backhouse, for the firm, that the premises and maintenance facilities were satisfactory and there was adequate fitting staff.

Mr Backhouse said the period between inspections had been reduced from six weeks to four and vehicles were now being roller brake tested every other inspection. The problem with the brakes on the vehicle involved in the January accident was a slack adjuster that had failed internally and had backed itself off.

Mr Wadelove pointed out that four brakes had shown exces-

sive travel, which would mean all four slack adjusters had become defective, which he felt would be very unlikely.

Mr Boardman said all four slack adjusters appeared to have gone at once. The brakes had been adjusted six days before the accident and the brakes would not have backed off so quickly.

They had 10 vehicles, said Mr Boardman. He was a qualified mechanic and undertook all the inspections himself assisted by two fitter/drivers. He was attending a Vehicle Inspectorate vehicle inspectors' course in June.

A vehicle spot checked in Bolton was said to be emitting excessive smoke, said Mr Boardman. However, the vehicle was taken straight into the Heywood Test Station where it passed the smoke emission test.

In reply to the commissioner, Mr Boardman said the firm was to be prosecuted for using a vehicle with defective brakes as a result of the January accident. The Ford vehicles which had created the smoke problems had been replaced. The firm's vehicles were smoke tested once a year.

The commissioner said the firm had received three prohibitions and a warning letter in relation to excessive smoke and if there were any more incidents he would take a serious view. Mr Boardman said they would have the vehicles smoke tested every eight weeks when they were roller brake tested.

Mr Waterworth said the Vehicle Inspectorate had identified a number of flaws in the firm's maintenance system. It was clear the firm had recognised those deficiencies and had taken positive steps to improve the situation and which would go some way to halting the trend of increasing prohibitions.

He warned that the firm was getting to the stage where more prohibitions would compel him to take very serious action against the licence, saying that VI would be asked to carry out a further check of the firm's fleet and systems in six to nine months.

▼ Legislation

Challenge

Commissioner can't act outside geographical

by Michael Jewell

 THE power of the North Western traffic commissioner to hold public inquiries outside the geographical boundaries of the Traffic Area was challenged during the course of a Leeds public inquiry involving a Lancashire operator.

Stephen and Shireen Haydock, trading as Red Rose Travel, of 27 Hillside Avenue, Intack, Blackburn, Lancashire, appeared before North Western traffic commissioner Keith Waterworth in Leeds because of concern over their maintenance standards and possible pending prosecutions. The partners hold a national licence authorising the operation of one vehicle from an operating centre at Blackburn Road, Oswaldtwistle.

For the firm, John Backhouse argued the commissioner had no jurisdiction to hold an inquiry outside the boundaries of the North Western Traffic Area, unless the operator consented. He pointed out that a commissioner's appointment was a territorial one and argued that his discretionary power to hold inquiries anywhere had to be linked to that territorial appointment.

He maintained that any decision taken outside the boundaries of the Traffic Area would have no legal effect as the commissioner would have no jurisdiction.

Mr Waterworth said that, having taken legal advice, and having looked at the Act, it appeared clear there was nothing to prevent North Western inquiries

being held in the North East. He did not accept the view that his jurisdiction was limited to holding public inquiries within the boundaries of the Traffic Area. However, if Mr Backhouse would put his legal arguments in writing they would be put to the department's lawyers.

DoT vehicle examiner Robert Stewart said a double-decker coach carrying a school party from Blackburn to Dover was stopped by the police at Dover on

For the firm, John Backhouse said a commissioner's appointment was a territorial one

6 December and Mr Haydock, who was driving the vehicle, was to be reported for the alleged fraudulent use of a vehicle excise licence, and for using a vehicle without a test certificate, with a defective tyre and with a locked emergency door when carrying passengers.

The vehicle had failed its annual test in October for body parts, suspension, steering, emissions, brakes and lights.

Mr Haydock admitted the vehicle had not been inspected before being presented for test and he had used the vehicle on the school trip despite being aware the vehicle had failed its an-



Brigadier Boyd: was not notified of new transport manager

to Traffic Areas

boundary - Backhouse

nual test. As a result of the police report, he had carried out a maintenance investigation at the end of January, said Mr Stewart. He examined two vehicles, imposing an immediate prohibition on one for defects relating to brakes and the emergency door. The other vehicle was undergoing repairs, and he issued it with a defect notice after carrying out a partial inspection. An examination of the records revealed the vehicles were not being inspected on a regular basis.

The Traffic Area had not been notified that maintenance was now being carried out by Mr Haydock's father, John, who trades as East Lancashire Motor Services. He pointed out that John Haydock's maintenance standards had been criticised at a previous public inquiry.

In reply to Mr Backhouse, Mr Stewart said none of the two delayed and two immediate prohibitions issued since October 1994 had been endorsed as showing a significant neglect of the maintenance system.

Mr Backhouse said Mr Haydock had been notified of a possible prosecution in relation to the Dover incident, and it would be a breach of natural justice if he was asked for an explanation, as it might prejudice his trial.

Mr Waterworth said they were serious matters which he would have to take into account. Mr Haydock would be given an opportunity of explaining and it was a matter for him whether he afforded himself that opportunity.



Keith Waterworth: 'jurisdiction not limited geographically'

Stephen Haydock said there had been a cut in the tyre tread on the outer wheel of a pair of twin wheels. He had checked the tyres before setting out.

The emergency door had been locked for security reasons when they stopped at a service area for a meal and he forgot to unlock it when they came out. The tyre and the emergency door were the only defects found when the coach was examined. It was impossible to tax the vehicle without a test certificate. It was taxed as soon as it was tested.

Mr Haydock said he did not wish to answer any questions about the alleged fraudulent use of the excise licence.

Questioned by the commissioner, Mr Haydock said he operated a local service between Colne and Keswick on Sundays and bank holidays. He had put the vehicle in for test without inspecting it to

find out what needed to be put right.

Mr Waterworth said Mr Haydock must now realise that had been a ludicrous thing to do. Mr Haydock agreed the vehicle had failed the test a second time, saying the brakes had been re-lined and had not had time to bed in.

Financial evidence was heard in private.

Mr Backhouse said the business had been substantially improved since the vehicle examiner's visit and it was now on a satisfactory footing. Adjourning the proceedings, Mr Waterworth said it was important before reaching a decision to take account of any prosecution action Dover police might take.

He also needed to look at the financial information that had not as yet arrived at the Traffic Area Office.

▼ Court

Minibus op given absolute discharge

 **MINIBUS** operator Philip Crabtree was given an absolute discharge by Oldham magistrates after admitting using a 16-seater minibus without an MoT certificate.

DoT traffic examiner Duncan Pimblott told the magistrates he had stopped a vehicle belonging to Mr Crabtree, who trades as P&T Coach Hire, of Chadderton, Oldham, Lancashire, outside a Rochdale school last October. On examining the vehicle he noticed the absence of an MoT certificate.

Defending, Andrew Woolfall said Mr Crabtree had purchased the vehicle as one of three from an Oldham-based dealer in September. All three vehicles were sold with full tax and MoT certificates.

The dealer had just bought the vehicles at auction and did not have their full paperwork but promised to forward it to Mr Crabtree as soon as it was available. When the vehicle was stopped by the traffic examiner it transpired it did not have an MoT certificate.

Producing a letter from the dealer concerned, confirming its mistake and accepting full responsibility, Mr Woolfall said it was quite unfair that the prosecution should have been brought in the first place when the facts had been explained at the time.

Pointing out the High Court had laid down that an absolute discharge was appropriate where a defendant was morally blameless, and had not been negligent, in cases of absolute liability such as this, Mr Woolfall said it was clear there had been no financial motive in the commission of the offence. It was ironic that one of the other vehicles, which did have an MoT certificate, had been stood doing nothing in the garage when it could have been used on the job concerned. The magistrates rejected an application by the prosecution for costs against Mr Crabtree.

CBW

▼ Licensing

Authorisation reduced

 **EASTERN** traffic commissioner Brigadier Compton Boyd has cut Walkers Car Hire & Taxi Service (Corringham) Ltd's O-licence authorisation from three vehicles to two.

The company, of 28 High Street, Stanford-Le-Hope, Essex, had been called to a Cambridge

disciplinary inquiry because of a breach of its licence conditions in that it had failed to notify the Traffic Area of a change in its operating centre.

In cutting the authorisation, the commissioner also pointed out the company had failed to notify him of a change in its nominated transport manager.

▼ Maintenance

O-licence cut

 **MAINTENANCE** problems have led to minibus operator James Fisher's O-licence authorisation being cut from two vehicles to one by Scottish traffic commissioner Michael Betts. Mr Fisher, who trades as Bud Fisher Minibus Hire, of Saughton Mains Terrace, Edinburgh, appeared at an Edinburgh disciplinary inquiry.

LETTER OF THE
WEEK

From Tim Cecil to Pat Harris

I am writing in response to your letter (CBW, 3 May). As you question Mike Morgan's expertise, let me start by saying I am a trained scientist and professional engineer who has run a coach and bus company for the last 23 years. I, therefore, have technical and academic knowledge as well as a wealth of practical experience.

Whatever the exact details of BUSK's submissions were, the fact remains that the message perceived by parents, the public and politicians is "seatbelts safe, no seatbelts lethal." This has been reinforced by television footage of BUSK members exposing their children to unnecessary danger, following coaches in cars so as to avoid their own children travelling unbelted in a coach.

All the statistics show that coaches are far safer than cars. Putting it crudely, 10 tonnes of coach protects passengers far better than one tonne of car, particularly as most damage to coaches is largely cosmetic and below the level of the passenger compartment. In addition, excellent visibility through sitting high up often gives the driver vital time to reduce speed before impact.

Seatbelts are not the

To put the issue in perspective, Department of Transport statistics for 1991-1995 show that around 4,000 people die on British roads each year, among them around 1,200 car drivers and 700 car passengers, most presumably wearing seatbelts. The average number of deaths of seated coach passengers is of the order of 10 per annum. The Consumers' Association claims that seatbelts would save one in 10 coach passengers or an average of one death a year but there is no guarantee of this. Serious coach accidents are rare. One or two accidents where seatbelts increase casualties could cause overall coach deaths to rise.

The BUSK pull test shown on *Here and Now* showed that a 1981 coach might not meet UNECE Regulation 14 on seatbelt anchorages but what did it mean in terms of safety? In collisions, heavy vehicles tend to decelerate less violently than lighter vehicles, resulting in less load on the belts. This is reflected in the regulations.

Cars and vehicles with up to eight passenger seats (plus driver) are classified as group M1 and have the strongest anchorages which, logically, would have to be appropriate for the smallest cars, with an allowance for

The picture with Markham's comments regarding drivers who do not bother to get out of their seat to see the paying customer on and off the coach. I don't see why a coach driver should not be regarded as a "chad-tyer".

What's the difference except that a coach driver requires a higher level of skill (and a vocational licence), is responsible for their own lives, and is driving a "business" costing at least three times that of a car. Are drivers and operators their own worst enemies in allowing this practice to continue?

It does after all, affect the whole industry not just those who don't practice what is, in all, just good manners. We all suffer at the downstream image portrayed. Per-

The inclusion of dirty and scruffy vehicles is especially applicable to bus services in some areas.

It never ceases to amaze me that operators boast of their huge investment in new buses and then don't bother to look after them to the extent they look scruffy within months. What is the point of new vehicles if the public does not see the benefit through them looking new and well cared for? It is a wonder bus travel has such low appeal in this country!

Steve Whitney
Eileen Gough
Eileen Gough

Letter of the week
win a Corp
Classics model

BUSK is not here just to be popular

From Pat Harris

As a coach expert, coach magazines etc. BUSK organised this, not the industry, so it is the industry you claim to "drive into a corner". Why does the industry not conduct such meetings instead of complaining that they did not know what standard belts had to be fitted to? Or they could ask their representatives such as CPT to help them.

The purpose of BUSK writing up this meeting was to improve upon the Department of Transport the urgent need for it to publish required standards for coach and minibus operators. The best example of this is the

If you feel the industry was driven to a corner and not from within, you must ask yourself why the industry did not start the riding from within. Could it be the whole driver? No doubt, if BUSK had not been the issue, no changes for the better would have been.

Your article asks many questions. I did not get involved in BUSK's pull test. Simple, we did not want sensationalism in your publication. As it was, the headline you did use and the letter for readers to get in their defence was a bit of a

BUSK defence - Pat Harris, 3 May

deterioration in service.

Group M2 vehicles, with more than eight seats and a maximum mass not exceeding five tonnes, are only required to have half the anchorage strength of cars. There can be no safety logic in saying that a class M2 minibus capable of having more than eight seats should need twice the anchorage strength if only eight seats are fitted.

Group M3 covers vehicles from five tonnes up to three-axle vehicles in excess of 20 tonnes. The M3 strength requirements are only one third that of cars. If they are right for a five-tonne vehicle with about 18 seats,

Imagine a coach.....



best or only answer

they are likely to be stronger than needed on the 12-tonne 53-seater coach you tested. Regulation 14 was formulated as a standard for use by manufacturers, for whom too many variations are expensive. If one were to devise regulations, purely on safety grounds, for all the vehicles which predate Regulation 14, different standards would emerge.

Here and Now was also grossly misleading in suggesting that the test represented a typical "30 mph collision." A direct head-on collision with a heavy lorry or a bridge abutment might break the seat mountings but these are very rare. Most passengers in a coach would survive a head-on collision with a lorry. In a car, seatbelts would not save you. Being rammed by speeding motorists is an occupational hazard of school and local bus operation on rural roads yet, in 23 years, we have never had a reported injury to a coach passenger or suffered a detached seat.

You certainly did not prove that the seatbelt installation would be lethal to the wearer in an accident as you claim. All you proved was that a 16-year-old coach, in unknown condition, did not meet a somewhat arbitrary standard for the manufacture of new vehicles which under UK law it was not

required to meet. Car bodies lose strength with age. Older cars might not meet the standards required of new vehicles but they are still extensively used for carrying children.

I do not defend the current situation. Retrofit and the law are both appalling messes but that is the result of a fundamentally flawed campaign based on misinformation rather than the facts.

Frankly the mind boggles at your belief that you were the only organisation pressing the DoT to publish standards before the legislation came into force.

I stress that for us, seatbelts are not a problem. My company has the engineering skills and facilities to do a good job and so far have not suffered vandalism to the extent reported by others. We aim to satisfy the demands of the law and our customers. If schools, thanks to BUSK propaganda, wish to pay for a day's hire of a seatbelted coach for a two-hour, three-mile round trip wholly within a 30 mph limit, rather than the much cheaper and equally safe option of a bus between peaks, we supply one.

One child per seat on school contracts is great — more money, less aggravation. If LEAs want children to be carried on

Write to: The Editor
Coach and Bus Week
EMAP Automotive Ltd
Wentworth House
Wentworth Street
Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@
automotive.emap.co.uk



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number. And don't forget you can fax or e-mail them to us as well



 **CORGI**
CLASSICS

Letter of the week
wins a Corgi
Classics model bus



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Fax 01709 700007

...seatbelts not the best or only answer

► seatbelted coaches, rather than unbelted buses, fine — we have sold our commercial bus operations. If LEAs insist on contractors having proper maintenance facilities — fine. If teachers are sacked to pay for increased transport costs, I am sorry but it would not be my decision.

However, I cannot justify these measures on safety grounds. If, as is happening, LEAs try to contain their costs by reducing the provision of free or subsidised transport to

the non-entitled — over 16s and children on road safety or social grounds — or if parents decide that travelling by unbelted bus is too 'dangerous' for their children, the increase in car, bicycle and pedestrian traffic will cause far more accidents and pollution-related casualties than seatbelts on coaches are ever going to save.

I care about safety. Despite the excellent safety record of coaches, I know that at any time passengers on my vehicles could be

involved in an accident with multiple deaths. Nevertheless, I do not believe seatbelts are the best or only solution.

Whatever your intentions, I feel your actions will cost lives as well as damage education, the environment and public transport.

*Tim Cecil
Managing Director
Buffalo Travel
Beds*

Tests on lap belts

From Mike Edwards

Over the past 12 months we have been carrying out tests in association with the University of Glamorgan. The objective of the tests was to evaluate the force required to pull a coach seat, which had been strengthened and fitted with lap belts, from various modified floor anchorages.

The tests were carried out on a Plaxton Supreme coach using various methods of securing the seat to the floor. A load was then applied through the seatbelts and consequently the whole system, using a simple device and a load cell for measuring the force applied.

Our initial test reached a maximum of 8 kN before failure, this was on a standard fixation but using $\frac{3}{8}$ high-tensile bolts through the floor.

After consultation with the Department of Transport we were advised that the anchorage test loads for a coach (M3) fitted with lap belts are 14.8 kN plus 6.6 times the weight of a complete seat. We, therefore, required a figure in excess of 16.5 kN, an improvement of approximately 85 per cent.

Using sound engineering techniques we have since achieved figures of 17.53 kN, 18.65 kN and 18.84 kN. On each test the cast alloy leg failed first, therefore, if this was substituted for a steel leg, higher figures would be possible. So, contrary to what some coach manufacturers would like us to believe, it is possible to fit lap belts to older coaches and exceed the specified anchorage test criteria.

I would, however, like to point out that I have seen instances where seatbelts have been fitted to Plaxton seats of the type where the legs clamp to a seat track on the floor (original equipment).

In my opinion this fixation is dangerous and it totally unsuitable as highlighted by the *Hear and Now* programme.

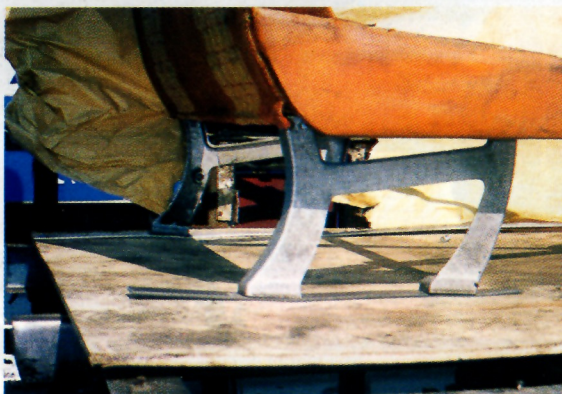
*Mike Edwards
Edwards Coaches
Pontypridd
Mid Glamorgan*



Test using two legs per seat on a new floor



Distortion of new body member cracks leg



Use of steel plates minimises distortion of leg

Resent implication

From David Watson

I am not going to waste valuable editorial space by going through Pat Harris's letter (CBW, 3 May) on a point-by-point basis. There are statements put forward as facts

— both as regards CPT's policies and actions and as regards technical and legal issues — that we dispute. But there is no point in raking over old coals. The legislation is in place and BUSK and the pressure groups have got what they originally campaigned for: seatbelts in school transport.

The fact that we may have the wrong seatbelts, or the wrong standards, or the wrong this or that is in part attributable to sound bite tactics. It is a clear illustration of the fact that, if you sup with the devil of popular, tabloid journalism (print or vision), you need an immensely long spoon.

I would urge BUSK in its future campaigning to keep CPT and CBW fully advised and not to exclude us, or attempt to do so from further technical trials or similar. Excuses about "sensational story lines" simply will not wash.

I personally, CPT as an organisation, many individual members and, indeed, this journal, have worked hard to create a positive working relationship with BUSK, to exchange views and to identify joint interests. I, therefore, strongly resent the implication that CPT has done nothing to advise members what standards applied to the installation of seatbelts. Following CPT's press conference on Tuesday 24 May 1994, the then Transport Secretary Rt Hon John McGregor issued a statement that existing Construction & Use Regulations would apply. In the world of realpolitik, that was that.

We had to live with it, not love it. CPT then issued a concise version to all members with legal insurance and practical advice — ahead of the Department of Transport booklet for which Pat Harris claims responsibility.

I am disappointed by Pat Harris's letter but hope that the editor's excellent response and this letter will re-establish a working relationship between us all. But CPT will not submit to blackmail by exploitative use of popular media.

*David Watson
Director Public Affairs
Confederation of Passenger Transport UK
London WC2*

■ Pat Harris replies — next week

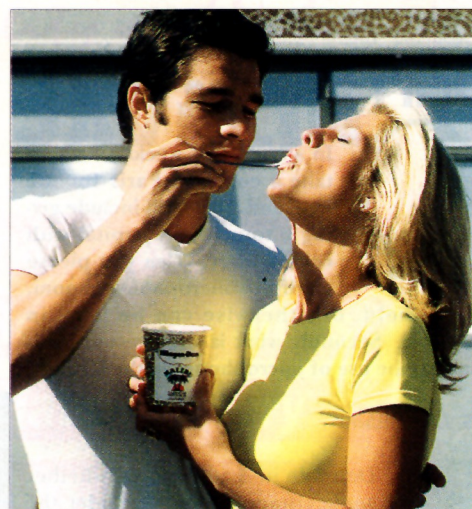


Just say Ulrika-ka-ka



WE'LL use any excuse to get a picture of Ulrika-Ka-Jonsson into the magazine, and what better excuse than an open-topper (the bus, not Ulrika).

This Häagen-Dazs promotional vehicle will be offering free Malibu ice cream tastings this Summer. So, ladies, if you fancy being spoon-fed like Ulrika by Levi model Paul Scorfer, flag down this bus.



Good read for charity

MAYNE'S Coaches of Buckie has compiled a 28-page booklet on its 50-year history in coach operation.

Put together chiefly by Gordon Mayne, with a little help from his many friends, the little potted history is brimful of ageing black and white pictures interspersed with a few modern vehicles.

It's a lovely insight to the first 50 years. Here's to the next 50.

If you want a copy of the booklet, try sending a £5 donation made payable to the Coach Tourism Council's adopted charity, 'Cancer Relief Macmillan Fund', to Gordon Mayne, Cluny Garage, March Road Industrial Estate, Buckie AB56 2BY.

Let's stop this slaughter

ACCORDING to one of those straw poll surveys for which Autoglass is becoming famous, Britain's roads are daily strewn with nearly a quarter of a million dead and dying animals, 312,000 car parts on the road, and three quarters of a million chunks of other rubbish. More than half of all drivers will have to swerve to avoid such obstacles, leading to 5,000 accidents a year. We agree roadside rubbish collection needs improving. Far more serious is the obliteration of our already beleaguered wildlife, often for the sake of saving a few hundred pounds worth of underpass pipe...

CBW

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1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
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1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet

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1995 M DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF DB250 Auto, Northern Counties Palatine II, 77 str double deck bus
1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49R/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
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1988 E DAF MB230LB Plaxton 3500, 53R
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1995 M MERCEDES 709, Autobus Classique, 25 str, bus seats
1993 K SETRA, 49R/Toilet, air conditioned
1993 K MAN, Jonckheere Deauville, 51R/Toilet
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 (G) SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 (F) VOLVO B10M Van Hool Alizee H, 53R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51R/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
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AUTOBUS

Don't take the mike

Q In a couple of weeks I have to take a coach to Paris for the weekend. This will include giving a tour of the capital with commentary. Can you please clarify if microphones, boom, hand-held, or otherwise can be used in Europe? Secondly what is the present position on the use of microphones in the UK?

JS, Lincolnshire

a Don't do it! I am not sure whether some crimes in France render the perpetrator liable for the guillotine, but take it from me giving a commentary on a coach in France if you do not hold the Carte Professionnell (their equivalent of being a Blue Badge Guide) is the nearest thing going to a capital offence.

If, on being detected, you cannot instantly pay an on-the-spot fine of up to FF 1,200 you are liable to be arrested and imprisoned before you can even begin to say: "What about the passengers?"

This harsh, and well-policed, rule does not only apply to a moving coach, but also to the use of a microphone in a stationary vehicle. Although it may go much against the grain of our ideas on customer care, the safest thing you can do with any sort of microphone in France is to not use it at all.

I am unaware of such totalitarian rules anywhere else in Europe but that is not to say that they do not exist in some principal cities. In the absence of any known guide to the minutiae of transport law throughout Europe, I have to admit to not being able to give a country-by-country guide to the use of microphones.

In general, subject to the obvious exception of the UK and France, but possibly other countries too, there is unlikely to be specific legislation on microphone use; rather a risk of fine or prosecution for the national equivalent of what we might call dangerous or inconsiderate driving. Common sense would, therefore, suggest that hand-held microphones should never be used while driving.

Turning to the present situation in the UK: regulation 4 of the PSV 'Conduct' Regulations 1990 (S.I. 1990 No 1020) renders it illegal for a PSV driver to speak to anyone, either directly or by means of a microphone, when the vehicle is in motion.

The only exceptions are:

- * Speaking in emergency situations or on grounds of safety;
- * Speaking to a relevant person about operational matters;
- * And on a local bus service to advise passengers about location or operational matters.

The latter two can only be done when it is safe to do so. There is no restriction on the type of microphone that can be used for this very limited range of exceptions. Lest I have



Questions



Answers

not made it totally clear: there is no leeway whatsoever for a coach driver to give any sort of commentary to passengers while a vehicle is on the move, however brief. 'No' means 'no' to any sort of microphone.

Stretching a point?

Q I have written before to *CBW* about what I consider to be the illegal use of stretched limousines. I recently saw a well-known TV presenter get into such a vehicle to convey the family of a This is Your Life candidate to a studio for interview. There were 11 passengers in the vehicle and it was being used in the course of business. Surely that brings it within the scope of the PSV regulations?

We complain about losing work through price cutting but do nothing about it being illegally taken away. Another example is employment agencies who use their own, or self-drive, mini-buses to take staff on to other companies who have hired the services of the staff. Can we do nothing to stop this illegal out-flow of work?

AH, London

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 7 June

a Taking your last point first: I totally agree that we should not sit on our hands and do nothing if we suspect illegal operation. I detect a total sea-change in the attitude of the enforcement agencies to the reporting of these sort of things. Some years ago there seemed to be an air of indifference and the turning of blind eyes to difficult problems. This is no longer the case. I am aware, for example, that, following advice from operators, there have been several checks made by the police and VI on the legality of transport to late-night venues like night-clubs and places of entertainment. These have resulted in a worthwhile tally of prosecutions. I would, therefore, recommend all operators to not hesitate to report incidents of illegal operation to the police, the Traffic Area or the Vehicle Inspectorate as appropriate.

I should add that this is more likely to result in action if suspicion is backed by facts: date, time, place, registration numbers of vehicles etc. Turning to the examples you give, to make the use of a vehicle with eight or more passenger seats come within the purview of PSV operator licensing, there has to be an element of carrying passengers for hire and reward (Public Passenger Vehicle Act 1981, Section 1). The case law on what constitutes hire and reward stretches right back to the early years of motorised passenger transport. Despite that, and the fact the section referred to above makes it clear that 'indirect' payments or rights to be carried can constitute hire and reward, there are still very many grey areas of application.

I am inclined to agree with your views regarding the example you give about employment agencies. For there, irrespective of who owns or operates the vehicle, the fact the clients are going to earn a wage as a result of a benefiting employment agency transporting them does seem to match the tests associated with hire and reward.

With regard to stretched limousines, I think the situation is not quite so clear. A prime requirement for hire or reward is that a payment does have to be made from one person or body to another for matters which include the carriage of passengers. In your TV example this might be lacking if the stretch limousine was owned by the TV company, but could be present if the vehicle was hired from the supplier of such vehicles.

If that principle was established and applied the effect would extend far and wide (and not necessarily give any benefits to coach and bus operators). It would, for example, catch stretch limousines when hired for weddings and funerals and embrace transport by 12-seater Land-Rovers of shooting syndicate parties. Although it is a somewhat heretical thought - and not of my origination - I am coming round to the view that the state of the law relating to vehicles with fewer than 16 seats and the ability to enforce it is in such a tangled state that there just could be merit in removing all such vehicles from PSV operator licensing.



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M.O.T. MARCH 1998

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows, blinds, courier seat, water boiler, power entrance door, finished all white.

M.O.T. OCTOBER 1997

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51 seats, beige/orange moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, wired TV/video, finished all white.

M.O.T. JANUARY 1998

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48 recliners, brown/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows, roller blinds, decorative curtains, aircraft style lockers to hatracks, Eberspacher heater, AIR CONDITIONING, chassis autolube, TELMA retarder, low driving position, finished white/red/orange.

M.O.T. NOVEMBER 1997

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, finished white/blue. M.O.T. FEBRUARY 1998

1989 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, water boiler, power entrance door, finished all white. M.O.T. JULY 1997

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

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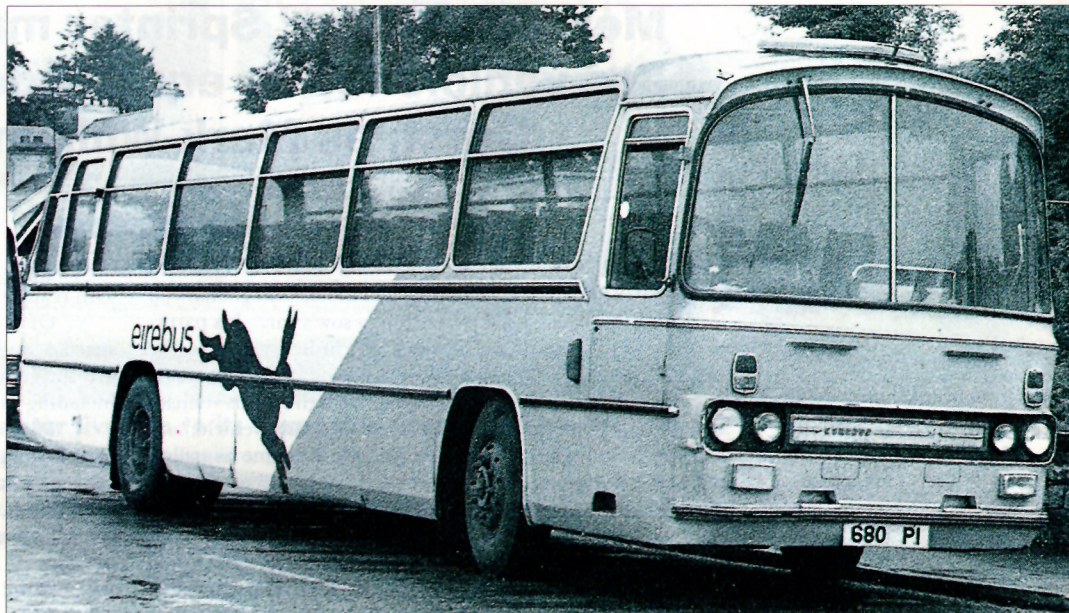


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SEATBELTS

Fabulous four

Our recent Name That Coach contest sorted out the men from the boys. But there were four sets of correct answers



This 1975 Beulas-bodied Leyland Leopard proved a difficult vehicle to identify...

TWO Spanish-bodied coaches of an earlier generation sorted out the experts in *CBW*'s May Day quiz. We asked you to identify nine coaches ranging from a 1955 AEC Regal IV/Plaxton Venturer to a 1987 Volvo C10M (*CBW*, 3 May).

While seven out of the nine presented few problems for *CBW*'s knowledgeable readership, it was the Spanish interlopers that had many of our competition entrants guessing.

Admittedly we didn't make it easy and expected pics five and nine (1975 Beulas-bodied Leyland Leopard and 1979 Volvo B58 carrying Irizar Urko coachwork) to fire-up those brain cells.

Name that coach

...and win a bottle of whisky

BANK holidays are like buses. You wait a long time for one, and then two come along in quick succession. So put in your name and win a bottle of whisky. All that extra spare time on your hands, here's something to get you occupied.

Many coach operators are celebrating their 50th anniversary this year as well. So we thought, why not taking a ride down memory lane and looking at some of those vehicles that you used to know and love, or maybe hate! However, we're not going to tell you what they are. We don't want you to have it too easy. So you've got to get those brain cells fired up and working and tell us what the vehicles are.

Get your answers in the post or on the fax and, who knows, you might be the winner of a bottle of whisky, which you can then give to the next bank holiday week for a few racing extras.



Entry Form

Complete this form by naming all nine coaches on this page. We want to know the name of the body and its manufacturer. Fill in your name, address and telephone number. The sender of the first all-correct form drawn from the hat will win a bottle of whisky. Enlap employees and members of their families cannot enter.



Our quiz proved a bit of a brain teaser

Isleworth; Martin Perry of Bromyard; and David Lee of Redditch.

But there can only be one winner and Mr Johnson, who works for Redwing, was first drawn out of the hat. He will be receiving a bottle of whisky within the next 28 days - well done Jeff.

For the record the complete set of answers are:

- 1) 1987 Volvo C10M
- 2) 1960 AEC Reliance - Duple Britannia
- 3) 1969 Bedford VAM - MCW Metropolitan
- 4) 1964 AEC Reliance - Harrington Grenadier
- 5) 1975 Leyland Leopard - Beulas
- 6) 1955 AEC Regal IV - Plaxton Venturer
- 7) 1960 Ford Thames - Burlingham Seagull 60
- 8) 1984 Volvo B10M - Jonckheere Jubilee P90
- 9) 1979 Volvo B58 - Irizar Urko



Our Classic Model contest has been held over until next week. As Corgi presents a feast of new coaches and buses scheduled for release in the second half of the year, we will have something special as the prize.



...and this 1979 Volvo B58/Irizar Urko proved no less taxing



First over the line

Mercedes-Benz' Sprinter makes a very good base vehicle for an equally good conversion by Crest, as Mark Williams finds out

THERE must be an opposite to the old adage that you can't make a silk purse from a sow's ear. It's particularly true of vehicles in this industry, where the interior is often added as an 'extra', and particularly true of a minibus industry which relies on light goods vehicles as a starting point. Pick the sow's ear as a base vehicle, and you very quickly find that people are not the same as pallets and sacks of potatoes.

That may be why the quality end of the conversion market - and, indeed, the light goods vehicle market - has been dominated by Mercedes-Benz vehicles for quite some time. To generalise, Mercs are held to be quieter, more attractive and give a smoother ride than lesser and cheaper vans.

The Sprinter is not about to change my perception. It is already a silk purse and, 'embroidered' into a 16-seater coach by Crest, it acquits itself as an able and amicable performer which lives up to its name. No vices? Not even the Germans can perform miracles...

When you first meet the Crest Sprinter, it makes a good impression. A wide passenger door opens to two steps, an ample and uninterrupted floor space, and an Isri driver's seat. A grab rail/barrier on the right gives it a coach 'feel' and, turning right into the aisle, the interior confirms it. The fixed seats with inertia reel, three-point belts; the level of trim, including false curtains; it all suggests a little comfort.

There are step lights on the entrance and aisle steps. There are individual reading lights for every seat and, to supplement a two-way roof vent, there's forced-air ventilation.

This really is a quality conversion.

Of course, a 'real' coach is useless without luggage space... and this one has space in spades. First of all, there are full-length luggage racks - sturdy if not too deep, but including a driver's locker. And that's not all.

Minibuses are usually a mass of doors, reflecting their 'easy-loading goods vehicle' origins. The Sprinter is no exception, with large passenger door, driver's door, sliding side door, and... what's this? Somebody has stolen the rear, double doors. They are replaced with a new panel and, beneath it, a boot. It's not massive, but it can comfortably take half a dozen suitcases or more.

It's a feature operators simply do not expect on a mini-coach but, judging by the reaction at the Brighton Coach Rally, it's something most will want. The weighty boot lid on the test vehicle was held up by a feeble-looking bonnet stay, but this is a temporary measure. Crest had anticipated some criticism of the heavy boot operation and is now ordering the right gas struts to assist the driver.

From the driver's perspective, the Sprinter is top-class. Acceleration from the turbo-diesel engine is good, with smooth progression to a 4,000 rpm red line, but torque drifting away at just over 2,500 rpm and justifying another gear. Loaded, you'll need first gear to pull away, it's a bit of a hop to second, but then steady progress through the positive and easily-operated gearbox to fifth, in which you can cruise quickly and comfortably to the legal limit and well beyond. And so you should with over 122 bhp on tap.

The Sprinter handles very well, too. Pitch and roll were



Crest's layout includes reading lights and individual air ventilation

Crest/Sprinter 412DL

DIMENSIONS

Wheelbase:	4.025 m
Overall length:	6.645 m
Overall width:	1.994 m
Height:	2.610 m
Interior height:	1.855 m
Rear overhang:	1.738 m
Front overhang:	0.882 m
Turning circle (wall to wall):	14.24 m

ENGINE

Type: Five-cylinder, turbo-charged, intercooled direct injection
 Power output: 122 bhp @ 3,800 rpm/ 206 lbft @ 2,000 rpm
 Capacity: 2.9 litre



A steaming good drive: the Merc Sprinter lives up to its name and Crest provides the comfort

never in evidence to the driver, and my passengers were impressed with the ride quality which, although the Sprinter uses simple leaf springs, they likened to that of a coach. The Sprinter has a small turning circle, too, making it ideal for town work.

I was unimpressed by the brake pedal on the test example. It was like treading on a marshmallow, and didn't provide much bite until it was almost on the floor. My suspicion that it needed bleeding seemed reinforced when I found it could be pumped up. Once it had the unyielding feel of, say, my wife's carrot cake, it proved a very capable anchor.

Aided and abetted by its low-rev flexibility, the engine has its noise well under control and even at speed, is never intrusive to passenger conversation.

There is some road rumble at the back; a low-frequency sound which may originate from the floor. It is obvious but it's not loud, and carpeting could possibly cure it. Another noise which could be cured originates from the Mercedes-badged radio-cassette.

It may have all the RDS extras, but it didn't score a single point for reproduction. Check it out... you may disagree. One worthwhile instrument fitted as standard is the latest Lucas Kienzle two-disc electronic tachograph. Surplus

to requirement it may be, but I mention it only because it appears to be the dog's jewels - easy to operate, with stacks of extra features including speed warnings and even an engine rev warning.

Yes, this is a quality base vehicle converted with some aplomb. Not surprisingly, Crest Coach Conversions has recently been awarded membership of the Guild of Master Craftsmen.

Admittedly there are one or two, niggling things. The removal of the hinges from the rear had left two ugly gaps, filled temporarily with cover plates by Crest. Again, I'm told that's sorted, with a special batch of 75 mm square reflectors ordered to tidy it up.

Mercedes-Benz should pay some attention to the gearshift. As I went to change gear, any lateral pressure on the stick provoked an odd noise. It appears to be a product of the gearshift mechanism touching part of its casing, and it disappeared once my hand was off the stick.

But that's it. Taken as a whole, this conversion is a definite refinement of an already excellent product. It's not hard to see why Mercedes-Benz still dominates the commercial conversion market, and why Crest should get some takers for its competent effort.

CBW

- specification

GEARBOX

Five-speed overdrive synchromesh

SUSPENSION

Front; fully independent strut with transverse leaf spring

Back; parabolic leaf springs

BRAKES

All floating caliper discs

WHEELS

195/70R 15

PRICE

Crest Sprinter 16-seat Coach conversion (test spec):
£34,750



Boot space built in by Crest makes this coach conversion unique



Vario on a theme

WHEN a vehicle that is virtually the industry standard is revised we have an event of major significance on our hands and when the model in question comes from Mercedes-Benz expectations are very high.

The German manufacturer is well down the road towards a complete revision of its entire product range and one of its first new products for the PSV sector, the Sprinter, has already established itself as a firm favourite among *CBW* staff. Sprinter is an ideal base for 15/16 seat minibus conversions but the next step up takes us into the arena dominated by the all-conquering Merc T2 epitomised by the 814D available as a chassis cowl for coach builders such as Optare subsidiary, Autobus, to mount its award winning Nouvelle body.

Indeed, the combination was recognised as best in its class in the last two years' ballots of *CBW* readers to determine the Midi Coach of the Year. Consequently we were drawn to the Hellaby-based manufacturer when the long-awaited T2 replacement eventually hit the streets.

Initially coded T2W, the new model was unveiled as the Vario when Autobus stole a march on its competitors by having the first bodied right-hand-drive chassis at the Coach & Bus 96 show. An official launch followed a month later in November and we now had confirmation of the differences between the highly respected, robust T2 and its replacement.

Build

Two models are in the line-up - 0810D bus and 0814D coach - both with gross vehicle weights of 7,490 kg. Wheelbase can be 4,250 mm or 4,800 mm, resulting in 6,935 mm or 7,485 mm chassis length.

New is the 900 series 4.25-litre engine hailed as a revolution in design and technology. Merc says it is smooth and quiet; offers improved fuel consumption; has low exhaust emissions and extended service intervals up to 45,000 km. The 0810D uses the 102 hp version of the engine whereas the coach has added power from the 136 hp engine.

Air over hydraulic operation of the all-round disc-braking system provides the stopping mechanism and Merc has forsaken its own five or six-speed gearbox for ZF's five-speed 5S-42, which has direct fourth gear and overdrive fifth. Allison AT542 automatic is an option, as is a Telma retarder.

Rear axle ratio on the bus is 4.3:1 geared to 59 mph top speed and the coach can gallop up to a theoretical 80 mph with

the 3.15:1 ratio.

Long-awaited air suspension is offered. It is standard on the bus but is a combination of steel at the front and air at the rear of the coach. All-round steel parabolic leaf suspension can be fitted on the bus only and the front axle can be uprated from 2,500 kg to 2,800 kg. Suspension choice affects chassis height and axle weights. Air suspension drops the frame from 680 mm to 595 mm but adds 30 kg to each axle. Twenty-four-volt electrics and 125-litre (27.5 gallon) fuel tank complete the PSV package.

Passenger impressions

There are two sub-sectors in the midi coach market - one being the cheap and cheerful hires such as the local darts team or hen nights while the other is a much more sophisticated corporate hire requiring more generous seat spacing and the almost obligatory air-conditioning.

Autobus achieved Midi Coach of the Year status by tackling the two challenges head on in one body design based on T2. That model, the Nouvelle, continues virtually unchanged on the Vario.

Our test vehicle was the first production 0814D long-wheelbase coach chassis to emerge from the Autobus plant. It retains the Nouvelle look with Vario light units incorporated into a bullnose front end styling which proudly sports the M-B three-pointed star in the centre of its aggressive grill.

Practicality is the theme. While Autobus has grafted its own glass fibre mouldings, including new deeper bumper, on to the M-B cowl it has sacrificed styling freedom by an off-the-shelf screen from Auto Wind-screens, together with standard wipers and mirrors in the interests of economy. However, now that the company is a member of the Optare group, expect changes in the pipeline to reflect the house style.

Nevertheless, this is a quality product from a company which has built an enviable reputation over five years of independent ownership.

The entrance and interior reflect these class-leading standards and the sunken gangway now extends the full length of the vehicle keeping all seats at a uniform height, yet that familiar 'Merc rock' is still present on boarding.

As each passenger puts their weight on the entrance steps the coach dips obligingly as if acknowledging that this is a 2.4-metre-wide body on 2.2-metre chassis. It's a trait that spoils the image and we were surprised that air suspension had not solved the problem... but remember Merc's 0814D coach only has air on the back. It's a shame, though, that the shock absorbers stiffen up according to load.

Ride is very steady on motorways and good A roads such as the A1. Take it on lesser cross-country roads - as we did for one third of the two-day test - and you need to slow down despite the almost complete



Deep bumper on bullnose front



Mercedes-Benz says its Vario sets new standards of performance and comfort in the all-important and growing midi coach sector. Mike Morgan puts these claims to the test



It simply didn't want to get out of bed, with acceleration figures which made watching paint dry look exciting. The engine would not rev, questioning the wisdom of the five-speed box



Autobus achieved Coach of the Year status by tackling the challenges of the midi sector head on

absence of that rear-end springboard bounce that afflicted long-wheelbase T2s.

Driver impressions

Drivers will be quick to appreciate the smoother ride but lower noise levels are the first impression for a driver switching from 814D T2 to 0814D Vario. Yet, put the decibel readings of 79 d(B)A in the cab area alongside those of the Vario's more expensive rear-engined competitors and it looks inferior but compare with the T2 and it's a big improvement. Lower down the speed range the improvement is even more impressive, reinforcing Merc's claims that this new engine is smooth and quiet.

Subconsciously we expected the Vario to follow in the tracks of the Sprinter. Sprinter is spirited and refined. It's a delight to drive, performing like Linford Christie on the test track while being sophisticated when asked to change roles and behave like a diplomat at a charity ball. Not so our Vario.

It simply didn't want to get out of bed, with acceleration figures which made watching paint dry look exciting.

The engine would not rev, questioning the wisdom of the five-speed box. Green band limits were critical, with the optimum falling between 1,500 rpm and 2,200 rpm. Yet, in third gear, the top of this range represented 38 mph whereas in fourth the lower end of the range was an

annoying 4 mph higher at 42 mph.

To compound this problem we had already discovered that the brake pedal was too close to the accelerator, making it far too easy for the driver's right boot to be caught under the pedal.

Mercedes-Benz at Milton Keynes was informed; electronic engine management adjusted and the pedal setting checked. Result — a dramatic uplift in acceleration figures and a comfortable relationship between brake and accelerator.

We understand that all dealers now have the correct pdi data to avoid such problems in the future, though it does demonstrate that increased dependence on electronics results in your average fitter with a screwdriver being impotent when confronted with a driver reporting a sick Vario.

In other respects we liked the slick gearchange and had confidence in the disc brakes... but not the standard Vario mirror arms on the Nouvelle body. It's a combination that leaves blindspots and we are reassured that modified arms bring the mirrors square with the body — much better.

Performance

After covering almost 350 miles with the engine underperforming it was no surprise that fuel economy struggled at

SPECIFICATION

Chassis:	Mercedes-Benz Vario 0814D
Body:	Autobus Nouvelle - 29 seats
Price:	£80,641
Engine:	front-mounted Euro 2 Mercedes-Benz OM904LA turbocharged and inter-cooled
Power:	136 bhp (101 kW) @ 2,300 rpm
Capacity:	4.225 litre
Torque:	697 Lbf ft (520 Nm) @ 1,400 rpm
Gearbox:	ZF 5S-42 synchromesh five-speed manual
Steering:	Mercedes-Benz LS 4 recirculating ball power assisted
Brakes:	dual circuit air/hydraulic system front - discs rear - discs

	handbrake - spring release exhaust brake
Suspension:	front - steel rear - air
Front Axle:	Mercedes-Benz rigid stub axle type VLI/12C-2.5
Rear axle:	Mercedes-Benz hypoid type HL2/41C-5.6 - 3.15:1 ratio
Tyres:	205/75R 17.5
DIMENSIONS	
Length:	8.4 metres
Width:	2.41 metres
Wheelbase:	6.25 metres
Unladen weight:	5,280 kg

GVW:	7,490 kg
Underfloor locker space:	3.3 cubic metres

PERFORMANCE

Test consumption:	CBW test route - 17 mpg urban traffic - 17 mpg touring - 22 mpg
Acceleration:	0-30 mph - 9 secs 0-50 mph - 21 secs
Fuel tank capacity:	27.5 gallons (maximum range - 549 miles)
Noise levels at 62.5 mph:	front - 78 dB(A) middle - 76 dB(A) rear - 79 dB(A)



in a single body design based on Mercedes-Benz

just 17 mpg. However, this leapt to 22 mpg when recharged with energy and put into trial with a London operator on similar trunk route touring. Heavy city traffic brought this down to the *CBW* test average but overall the Vario proved itself better than its predecessor which, on previous road tests, recorded 18.95 mpg (26 October, 1989), 17.44 mpg (18 January, 1990), 17 mpg (5 September, 1992).

Acceleration is appreciably better, previous best 0-50 mph of 26 seconds being cut by a full five seconds.

These statistics combine to confirm that Merc has improved a package which has that jump in and drive appeal much loved by operators who need a robust vehicle that does not require special driving techniques.

Steering is light but the wheel does not adjust and is offset to the right, giving a hint of the downside of right-hand-drive conversion. There is less room on the right of the engine cover, resulting also in inadequate room to park a size 10 left boot relaxing from clutch duties.

Verdict

Vario is a major improvement in terms of noise and ride. Once the engine was set up correctly performance was also a big step up on the old model.

Consequently there can be little doubt that it will follow in the T2's footsteps, retaining the sizeable market share earned over years of dependable service.

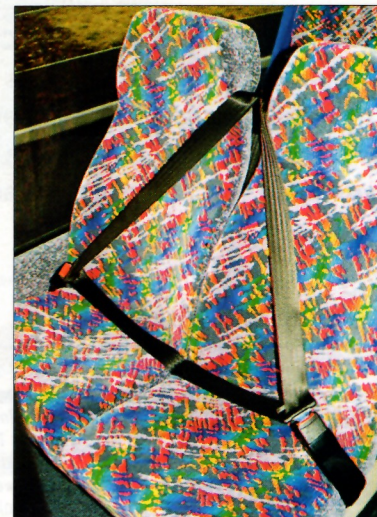
The main change - and arguably the main reason for the Vario's existence - is the introduction of an engine meeting Euro 2 emissions. However, Merc has lost a golden opportunity to do something radical that would change the shape of the midicoach market.

Operators are looking for the proven Merc reliability plus a bit of flair in a chassis that gives bodybuilders more scope to add flowing coachbuilt lines rather than being constrained by the chassis/cowl configuration. The Vario is a competent machine but, to fulfil its coaching ambitions, it needs air suspension on both axles, an adjustable steering column; decibel levels cut from the high to the low 70s; and the chassis design needs to recognise that the bus market, where Varios will sell by the hundred, is rapidly turning its back on step-entrance vehicles.

If Mercedes-Benz does not respond quickly, the door is open for other manufacturers.



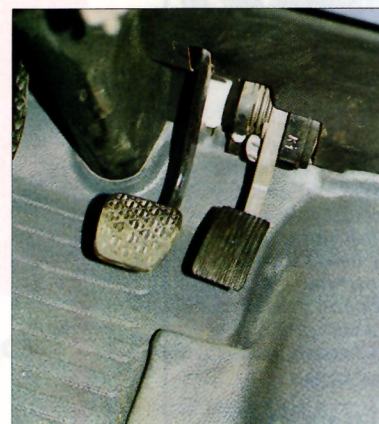
We liked slick gearchange...



... and the three-point belts



Interior reflects Autobus Nouvelle's midi-class leading qualities



Brake and accelerator were too...



...close until Merc's modification

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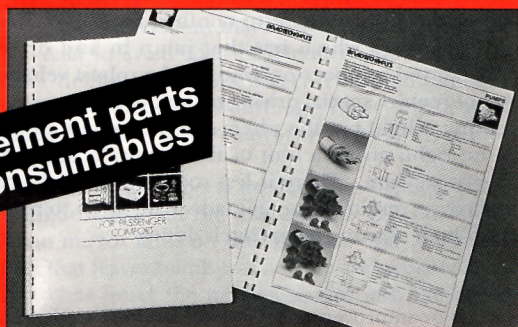
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Built in Ireland, designed in Spain and soon to be sold in the UK, the Euro EX33 targets a neglected niche market. Mike Morgan went to Dublin for this first British road test



Obradors design was purchased by Euro Coach Builders of Donegal

Small is beautiful

THE neglected niche market between bodied van-derived midis and down-sized big coaches is a sector crying out for a cost-effective solution. However, there have been few attempts to plug the gap and most of those brave enough to enter the market have hitherto been doomed to failure.

Yet, when a mysterious yellow interloper made its debut at last year's NEC coach and bus show, it turned operators' heads and had other manufacturers seriously reassessing their future product plans.

Displayed under the Euro Coach Builders banner, this new coach built on the little-known Mercedes-Benz front-engined 1120L had all the hallmarks of the Spanish school of coach design. Consequently it came as no surprise to discover that its anonymous profile was the handiwork of Obradors. However, the real news is that a design and technology deal part-funded by the Irish Government has resulted in the exciting new product being built at Euro's factory near Donegal... and it will be sold in the UK once testing and operational experience have finalised specification.

Build

EX33 came out top in a name competition among schools in north west Ireland. EX identifies its executive aspirations and

33 the seating capacity. Not that the 9.1-metre coach could not accommodate more seats but Euro owner, Joe Ferry, is adamant that passenger comfort should not be compromised.

The deal with Obradors allows Euro to follow the original design while sourcing its own materials. Steel framing is jig built at Donegal using 40x40x40 box section which is coated and wax injected for protection. Front, rear and roof are GRP while the stretched side panels are zinc-coated steel. All panels below waist level are hinged and made from aluminium - as is the rear boot.

The front section is released by two budget locks for routine engine checks and can be lifted out for maintenance. Front corner panels are held by six bolts for quick replacement and the rear bumper sections use the same concept.

However, the overriding impression is the smooth big-coach like styling which blends the front-engined layout of the EX33's Mercedes-Benz chassis into a body structure that carries the hallmarks of a full-size vehicle.

Neat touches, particularly at the rear, reveal close attention to detail both at the design stage and in the build.

Front and rear screens are merged with the roof line using black GRP bracketed by neat, recessed high level lights at the back.

Passenger Impressions

Entrance is behind the front axle through an air-operated 70cm in-swing door. A plug door fitted to the prototype was deleted in favour of greater perceived reliability but step width is now reduced.

First step is high at 39 cm and there are three other relatively steep treads before reaching the gangway, which is sunken by 16 cm throughout the saloon. This four-step entry is a result of a high floor rather than build directly on the 1120's chassis frame.

Consequently there are no under-seat obstructions and passengers have an excellent panoramic view through the large flush-mounted tinted windows - double-glazed on the test coach.

Interior treatment is pure big coach. Moquette centre roof panel, and plush microvin fabric on coving and side panels are complemented by stained wood window capping. Meanwhile, the high-class image is reinforced by a large wooden table fitted over the front engine cover.



EX stands for executive and 33 for the capacity



Finish reflects the same attention to detail displayed on the exterior, with automotive-style GRP moulding to cover window pillars together with front and rear headers. The optional TV monitor was mounted above the windscreen.

Drivers' impressions

EX33 is built on Mercedes-Benz 1120L six-cylinder 210 bhp chassis — unfamiliar to the UK coach industry.

Although the cab layout is similar to the Toyota Optimo, cab entry is round the back of the driver's seat, placing you behind the familiar Merc dash with its robust switch gear and fixed steering column.

Unlike 1120L's smaller-engined cousins, the power plant is mounted between the driver and co-driver seats. It's a tough, muscular six-cylinder unit that keeps on pulling through the green band and beyond. Nevertheless, it has a lumpy tickover and was not very tractable at low revs, needing a snappy down-change when the needle dropped below 1,100 rpm — equivalent to 35mph in sixth.

The heavy short-throw gearchange is very positive and reminiscent of the Bedford VAL but the cab brought back memories of HGV driving with "heavy" the appropriate adjective for clutch and steering.



Merc dash, fixed column and short-throw change

Yet the 1120L is very predictable. Its powerful air brakes bring it to a stop in a straight line and it holds its course like a tram whether it's Dublin's O'Connell Street or Ireland's short stretch of M11 on the road to Wicklow.

With air suspension on the rear and steel at the front, front-end bounce was difficult to moderate when the coach was brought to a sharp halt.

The only serious criticism of the EX33 is directed at the poorly-sited mirrors, which were a serious problem on the test. However, Euro's md Joe Ferry was typically obliging. The mirrors and/or the arms will be changed. He wants this coach to be spot-on before it is launched and was listening intently. Having already called in an acoustic expert to moderate noise it was no surprise that the decibel levels are equivalent to a big coach of six or seven years ago. However, standards in that arena have improved such that dB(A)s in the low 70s are the norm and Mr Ferry is keen to meet this standard.

Ride quality was difficult to assess on Ireland's erratic road surfaces but roll is very well controlled and it was very relaxed at up to 70 mph on the motorway so it is safe to conclude that passengers would not object.

Verdict

If this pre-production Euro EX33 is anything to go by Mr Ferry's search for the ideal small coach with big coach credentials has not been in vain. He and his team have the luxury of seeing the coach completed by Obradors before setting about the task of taking it forward, providing the Irish and UK markets with a highly competitive, quality vehicle.

It was a pleasure to drive and ride, while the optional Carrier air-con was a perfect complement to the executive-style package. However, the key to the future depends on Euro's chosen route into the marketplace. Selling direct is fine for its home-based customers but a move further afield almost certainly requires a dealer (or dealers) who can support what is a very attractive package.



Entrance is high and step width reduced by door

Specification

Chassis:	Mercedes-Benz 1120L
Body:	Euro EX33 - 33 seats
Price:	£84,000 exclusive of VAT
Engine:	front-mounted Euro 2 Mercedes-Benz OM 366 LA turbocharged and intercooled
Power:	211 bhp (155 kW) @ 2,600 rpm
Capacity:	5.958 litre
Torque:	553 Lbf ft (750 Nm) @ 1,500 rpm
Gearbox:	Mercedes-Benz synchromesh six-speed manual
Steering:	Mercedes-Benz power assisted
Brakes:	dual circuit air-operated drum system handbrake - spring release exhaust brake
Suspension:	front - steel rear - air
Front Axle:	Mercedes-Benz
Rear axle:	Mercedes-Benz
Options:	air-conditioning - £4,200 toilet - £3850 video/monitor - £1,200

double glazing - £750
carpet; seat tables and cupholders;
foot rests; magazine nets, retractable seatbelts

DIMENSIONS

Length:	9.150 metres
Width:	2.455 metres
Wheelbase:	4.840 metres
Unladen weight:	7,686 kg
GVW:	11,000 kg
Underfloor locker space:	5.9 cubic metres

PERFORMANCE

Test consumption:	CBW Dublin test - 15 mpg Ambassador's Irish tour work - 20 mpg
Acceleration:	0-30 mph - 14 secs 0-50 mph - 29 secs
Noise levels at 62.5 mph:	front - 75 dB(A) middle - 73 dB(A) rear - 72 dB(A)

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KIRKBY

Dover's ship com

Small family operator gets its first new coaches and replaces its entire fleet at a stroke

FAMILY-RUN Dover's Coaches of Hetton-le-Hole in County Durham now has its first new coaches - and has replaced its entire three-vehicle fleet. The new coaches are two Volvo B10Ms with high-spec Plaxton Excalibur bodies, supplied by Kirkby Coach & Bus, which has also delivered a used Bova Futura to Dover's.

The company was set up by Sonny Dover in 1960 who now runs it with sons Les and Terry. The bulk of its business is operating UK and European holiday tours under contract to leading tour companies.

"Current low levels of interest rates were among the factors which first made us think of buying new,"

by Frank Forster

Sonny Dover said.

"We then looked at what was available and thought Plaxton offered the best quality of interior finish. Having made the choice and because these are our first new coaches we decided to go for the top-of-the-range Excalibur.

"Kirkby came up with an attractive deal for these and for a used Bova, so we replaced all three of our existing coaches in one go."

Dover's had previously been running modern used coaches - mainly Plaxton Paramounts - and anticipates that having two new

B10Ms will guarantee high levels of reliability and low maintenance costs.

The Excalibur bodies have 49 reclining seats, a centre sunken toilet, fridge, video, double-glazing and full-draw curtains, and are being driven by Les and Terry Dover.

As Dover's Coaches has modernised its fleet, so it has increasingly concentrated on high-quality tour work. "Private hires are a small part of our business," Mr Dover said. "Simply because it's difficult to get good rates for new coaches."

With the change in the fleet has come a new livery - a colourful abstract design on a white background.



SJ CARLTON

Neoplan is classy Escort

THIS classy Neoplan Transliner joins the 13-vehicle fleet of Middlesex operator Escort Coaches as its front-line coach.

"We had a Neoplan about 10 years ago," said Dylan Main, director of the Enfield company. "I have always regarded Neoplan as up there with Setra and, when I saw the Transliner at Brighton Rally, it stood out as the coach which had the best finish, the cleanest

lines and the best value for money."

The 49-seat coach based on Dennis' Javelin GX300 chassis has seat-back tables, toilet, video and coffee maker. But in a mixed bunch which operates chiefly in the corporate and private hire market, it has competition in the comfort stakes from some of Escort's minicoaches, including Mercedes-Benz Sprinter conversions with air-con.



MOSELEY PCV

Right way for Wightway

TEN years after opening up the market for package tours originating from the Isle of Wight, one-coach operator, Wightways, has expanded to over 30 departures a year and invested in its first new coach. Wightways was started by husband and wife team Bob and Pat Poynter with a Bova Europa. Second coach was a Duple Caribbean; third a DAF/Van Hool. Now the company has opted for a new purchase it has stayed with DAF running gear.

Mr Poynter said he got the best deal from Moseley PCV and was looking for a coach that offered air-conditioning. "The market has become very choosy," he said. West Country and Scotland have remained popular destinations for Wightways.



es home



SJ CARLTON

Bailey takes the cream

BOB Bailey Coaches has visited SJ Carlton to buy a late secondhand, but couldn't resist this Neoplan Transliner.

The Folkestone operator, which already has two Neoplan Skyliners, was looking for a relatively lightweight vehicle for its low-mileage work - mostly serving the ferry ports and cruise ships.

"When we got to SJ Carlton, it was a question of being in the right place at the right time, and we got a good deal," said general manager Andy Williams.

"I've had mixed feelings about Neoplan in the past, but this new one has impressed us greatly."

The Dennis Javelin GX300 chassis is also proving its mettle, and has to since it is Bailey's first. Most of the 11-vehicle fleet is Volvo-based, with a broad range of bodywork.

The 49-seat Transliner has executive refinement, including central locking, Webasto, electronic tacho, toilet and seatback tabling.



Deals In Brief



Jetlink takes five

SPEEDLINK added five DAF SB3000 Plaxton Premieres to its fleet for the Brighton Jetlink service, which also connects Newmarket and Norwich with Stansted. The coaches, supplied by Cleckheaton-based **Hughes DAF**, will average 200,000 miles a year.



Tours on tri-axle

LEONS Coach Travel of Stafford has taken this tri-axle Van Hool Alizee for its usual range of tour work. The K113-chassied coach, supplied by **Scania Bus & Coach**, has air conditioning and 49 seats, and has the blank rear with no window.



Scania heads South

SOUTH Coast Executive Travel, based in Southampton, has bought this **Scania** K113CRB Irizar Century in tour operator livery for its busy Summer season. The 49-seater has air-con, Comfort Shift gearbox, driver's safe, sunken toilet, power lockers and a range of other extras. **CBW**



Adshel executive director Ian McComas; Councillor Dennis Williams; and Dartford branch manager Frank Meilack try out one of the new shelters

Brighter bus stops deal

ADSHEL has won a 15-year contract in Castle Point, Essex, to renew shelters on 43 locations. In addition, the company will replace 17 council-owned sites and 24 non-advertising sites with its latest range of Insignia shel-

ters. The shelters will be colour co-ordinated to blend in with their environment, and include the extra safety facility of a mid-rail option.

Details from Adshel on 0171 478 2210

Wipe and wash in one

A NOVEL windscreen wiper blade which carries the washer fluid right to the heart of the problem has been launched in the UK.

Washwiper is a Swedish invention in which the washer nozzles are replaced with a connection to the wiper blade itself, which has a tube through its centre and a series of jets along its

length. As the wiper blade sweeps the screen, it ensures the fluid is always directed in front of the wiper, saving up to half the wastage and ending the problem of badly-directed nozzles. Washwiper kits cost between £12.50 and £14.65 a pair.

Details on tel/fax 01423 331023.

Consultants to study London traffic patterns

Oscar Faber has been commissioned to look at ways of improving public transport. Mark Williams reports

OSCAR Faber has been commissioned by a consortium of local authorities, London Transport and local operators to study traffic patterns in south and west London.

The study, led by Merton Council, will investigate ways of improving orbital public transport in the area. It is expected to use similar principles to the South and West London Transport Conference (SWELTRAC) which did a pilot study of the Stockley Park-Heathrow and Croydon-Central London corridors in 1995.

The first SWELTRAC study attracted significant Government funding... part of the aim of the latest study, of the Hammer-

smith/Fulham-Sutton via Merton and Wandsworth, and Croydon-Kingston via Sutton corridors.

The concluding report will make recommendations for better inter-modal interchanges, traffic restraint, and the reinforcement or improvement of existing public transport.

● Perth and Kinross Council has commissioned Oscar Faber to prepare preliminary designs for bus priority measures in Perth.

The aim will be to reduce bus journey times into the city centre, and enhance provision for cycling and pedestrians. The first raft of options will be examined over the next six months.

Oscar Faber is based in St Albans, Hertfordshire



Corroded brake shoe is good 'Black Museum' exhibit...



...while this one is in three pieces due to fractured welds

Black Museum of braking bodge-ups

MANCHESTER-based Don, the brake manufacturer, has its own Black Museum... of the dodgiest brake repairs they have come across.

Though most of the examples on show are from the truck industry, the folly of short-term decisions is underlined by examples of linings attached with non-standard

rivets, brake shoes so severely corroded they have disintegrated, and a tri-axle trailer shoe which had broken into three pieces... but had been presented at the workshop for a simple relining.

The evidence has been used by Don to back up calls for tighter control of brake components, including the exhibits being

presented to a Transport Select Committee last year. "Most relining is done by unskilled technicians - making it a hit or miss operation as old and new components are mixed without care," says Don's marketing manager Alistair Hill.

BBA Friction/Don is on 0161 205 2371, fax 0161 205 5501



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68488/CM

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test March '98 **£33,000**
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- 88 Volvo Ikarus Blue Danube.** 53 rec seats, test Feb '98 **£35,000**
- 87 Volvo Plaxton 3500.** 49/53 rec seats, centre toilet,
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68494/CM

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Paramount 3500, 44/49 recliners
+ crew, ZF auto gearbox, air
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68565/MB

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51/52 seat single decks.

CHOICE OF 6

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1983 DENNIS LANCE/DUPLE

31 seat single decks.

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turbo, in stock now, 611 + 711 turbo
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w/chair/24 coach seats or 6 wheel-
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49 reclining seats, courier seat, centre sunken toilet with continental door, coffee machine, double glazed, radio/cass/PA, full test.

£35,000 ono
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1989 DAF Algarve Exec, 49 + centre sunken toilet, fridge, courier, drinks machine, part exchange welcome. Tel Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. 68601/DAF

1989 (G) SB2300 CAETANO ALGARVE, 51 belted recliners, toilet, boiler, video, curtains, double glazed, tested Oct '97 with work if required. £42,000 + VAT. Tel: 0802 835454 (W. Yorks). 68463/DAF

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43 seats, 17 standing
Long MoT

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1987 MCW METROBUS

75 seats, single door,
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200,000 ks, excellent condition,
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68478/IVE

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Various prices/years

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1993 Conversion,
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2/7/97, 49 moquette seats

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68192/LE

LEYLAND TIGERS

Ex-MOD, LHD, 1985-1989,
low mileage, Wadham Stringer
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£6,000-£10,000

1988 Leyland Tiger, Plaxton Body,
RHD, Ex Mod, very nice condition
£16,500

Baybridge Trading Co.

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68903/LE

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Rebody, 48 seats, 21 standees, Diptac
features, GMPTE category 2 spec,
MoT 2/98. Ideal stage contract
vehicle.

£11,950+VAT

1981 PP LEOPARD WILLOWBROOK D/P

49 seats, OMO equipped Grant doors,
tested, choice of two, clean and tidy.

£3,950+VAT

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68342/LE

1978 LEYLAND LEOPARD PLAXTON
SUPREME 12 metre, private plate, 55
seats, power door, seatbelts fitted, £6950
+ VAT Tel: 01352 710682. P&O Lloyd (N.
Wales).

68344/LE

1979 LEYLAND LEOPARD Plaxton
Supreme, 10 metre, 45 seats, power
door, recent re-moquette, seatbelts,
Eberspacher, radio cassette, v.tidy for
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68487/LE



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1994 VOLVO B10M GL
PLAXTON PREMIERE 350, 53
reclining seats, crew seat,
R&PA, double glazed, gangway
carpet



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JONCKHEERE DEAUVILLE
P45L, 49 reclining seats, crew
seat, rear continental door, rear
sunken toilet, Telma, retarder,
R&PA, G7 gearbox



1990-91 VOLVO B10M GL
PLAXTON PARAMOUNT
3500, 53-57 reclining seats,
power door, aircraft lockers,
double glazed, choice of
various vehicles available all
completely refurbished



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seats, power door, R&PA, Telma retarder, moquette roof trim, window blinds

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68201/LE

MAN

92 MAN 10.180 CAETANO ALGARVE, ZF 6 speed gearbox, 31/35 R+C, retarder, video/monitor, radio/PA/cassette/drinks machine, continental door, refrigerator and rear sunken toilet. Please contact Scania Bus and Coach UK Ltd, Tel: 01909 500822 for further details. 67265/MAN

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2x MERCEDES 608D, 1985, 20 seats, 6 standees, service buses, manual gearbox, both long MoT's (1x12 month, 1x9 month). For sale due to fleet replacement. £3,500 each + VAT + tyres ono. Tel: 01226 388650. 68557/ME

WANTED: Mercedes 608D coach or service spec, must have power door. Telephone with details 01355 235292. 68290/ME

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MERCEDES 410D

15 seat minibus, MoT May 1998, 210,000 miles, good condition

£10,950 ono

Tel: 01887 820433
(Scotland)

68318/ME

1990 (Jan) G REG

MERCEDES 811 TURBO

33 coach seats/lap belts + 8 standees, T/windows, racks, boot centre carpet-power door. All white. MoT May '98. Radio cassette, wheel trims. Replaced: F/Axle, F/discs, Radiator, Tacho head, rewired, 2 new F/tyres new spare, new gearbox just fitted. Reason for sale: Bad health

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68564/ME

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**2 x IVECO 40.10
15 seater minibuses**
Robin Hood bodywork, P registered, only 8 months old, 10,000 kms each, cost new £27,000
**£22,000 + VAT
for quick sale**
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68460/MB

Coach and Bus Week ending 24 May 1997

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COACH SEATED VEHICLE NOW BEING PREPARED

1987 D Freight Rover Sherpa 18-seat coach. Carlyle Mark 1 body. Ford Transit engine and gearbox, luggage area, recently retrimmed grey/multicolour coach seats with certified seat belt installation, power doors, saloon heater, luggage pen, one only at just £4,995

THE VERY LAST ONE



1991/2 J IVECO 49.10" New Generation" Carlyle C5 (new model) 23/25 seat buses, 5-speed manual, power steering, DipTac features, Purmo heating, excellent vehicles, just one available for delivery early June in your livery £13,995.

We do not have any more new Generation Ivecos expected at present - this may be your last chance for some time to obtain one of these modern economical midibuses!

ADDITIONAL VEHICLES ARRIVING DAILY!!

1989/90 F/G IVECO 49.10 TurboDaily, Robin Hood/Phoenix bodywork, 5-speed manual, most with power steering, 23 or 25 seats, power doors, luggage pen, some with fully reconditioned engines complete with one year unlimited mileage warranty, excellent choice from just £5,995 to £7,995

1988 F IVECO 49.10 TurboDaily buses, Robin Hood bodywork, 21 seats and 7 standees, 5-speed manual, green/grey or beige/orange interiors, power doors, choice of two vehicles including one with fully reconditioned engine with 12 months unlimited mileage warranty, from £4,995 to £5,696

1988/9 E/F/G Renault S56 Mark II Northern Counties 25-seat buses, automatic gearbox, coachbuilt fronts, red or fawn interiors, power steering, disc brakes, Telmas, choice of just three very clean machines from £4,995 to £6,495

1987 D MCW MetroRider MF150/3 Midibuses, 23 seats, Diptac handrails, Perkins 6-litre/Allison 4-speed gearbox, power steering, power door, attractive red patterned moquette seating, full soft trim interior, extra ventilators, saloon heating, very good specification. Choice of three only, £6,995 each

1987 D IVECO 49.10 19/21 seat buses, Robin Hood bodies, 5-speed manual, optional luggage pens, power doors, beige/orange or burgundy/grey interiors, good choice at just £3,995

1984 B Leyland Cub CU435 Wadham Stringer Vanguard 32-seat bus, PSV spec, bus seats with seatbelt/harness clamps, forced air ventilation, luggage boot, power dooring, manual gearbox, one only

DUE IN SHORTLY

1988 E MCW MetroRider 23-seat bus, Cummins engine.

1981 PP Daf MB200DKTL, Caetano Alpha, 49 recliners plus toilet.

1987 D Dodge S56 Northern Counties 20-seat bus, long test.

1986/7 D Sherpa 20-seat buses with Ford DJ engines and five speed gearboxes, choice of three.

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1986 C Ford Transit DI Diesel Dormobile 16-seat bus with certified seat belts, current MoT, blue/white exterior, power door, £1,395

1987 D Freight Rover Sherpa Carlyle Mark 1 18/20 seat bus, MoT February 1998, red/grey moquette, green exterior, power door, £1,995

1981 W Mercedes 508D Devon 19-seat coach, small rear luggage boot, attractive interior, MoT'd to February 1998, drives well, £1,795

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68544/MB

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TOYOTA OPTIMO II
18 seat with large boot, 96,000 miles only, outstanding in every way
£29,950 + VAT
Lease/Buy from £119 pw



H 90
OPTIMO
18 seater, finished in white, 6 cyl turbo, full spec, truly immaculate
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G 89
OPTIMO
21 seater, finished in white, full spec, 6 cyl turbo, ready to its former owner
£17,950 + VAT
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N 95 LDV 400 DIESEL
Luxury 16 seat Mini-coach. Brand new conversions. Lowered front entry step, high back moquette seats with 4-point inertia reel belts, luggage racks, roof vent, tinted panoramic metal framed windows, steel box, re-inforced side frames, 6-speaker stereo, full COIF.
£16,995 + VAT or finance from £75 pw
ALWAYS AVAILABLE READY TO GO



M Reg
LDV 400
Diesel 16 seater, power steering, high back seats, 3 point lap diagonal belts, 43,000 miles, outstanding condition, C.O.I.F.
£12,995 + VAT
Lease/Buy from £63pw



H Reg
MERCEDES 609D
18 seat luxury with boot, 3 point power door, automatic gearbox, high back seats, seat belts, an outstanding example
£19,950 + VAT
Lease/Buy from £85 pw



H 90
MERCEDES 410
15 seat luxury minibus, front entry, high back moquette seats with seat belts, very good condition
£12,995 + VAT
Lease/Buy from £65 pw



E 87
OPTARE CITY PACER
25 seats, power door, very good condition. Choice of 3
From £4,995 + VAT



J 92 RENAULT B110
Extra long wheelbase Turbo Diesel accessible minibus, plus hidden tail-lift. Tracking for wheelchair, high back seats, saloon heaters, super value. Choice of 7.
£12,995 + VAT
Buy/Lease from £63 pw

5x RENAULT B110 LWB ACCESS BUSES, 3X L 94, 2x M 95



PAS, turbo diesels, folding doors, tail lift, full wheelchair tracking, high back seats with full harnesses, padded wheelchair stanchions, very low mileage, cost new £50,000 each
Our price
£14,995-£16,995
Lease/Buy from £69 pw
Call for details



L 94
LDV 200 DIESEL
Superb 13 seater factory model with belts, cloth trim, alarm, radio/cassette, superb throughout
£8,995 + VAT
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P 96
LDV CONVOY
Hi-roof, 16 seats, stunning, 20,000 miles only, hi-back seats, 3 point seat belts, power steering, full C.O.I.F.
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K reg
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Wheelchair accessible, lowering rear suspension, full tracking, ramp, high back seats & belts
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H reg
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Access Bus. Choice of 3. Hideaway tail-lift, full tracking, excellent condition throughout.
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£10,995 No VAT
Lease/Buy from £55 pw
79 BEDFORD DUPLÉ 29 seat, runs well, power door. To clear £2995 + VAT



N 96 LDV CONVOY
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£16,995+VAT
Lease/Buy from £70 pw



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Luxury 8-seater Diesel, high back seats with 3-point seatbelts. Individual place lighting, twin side doors, beautifully trimmed, PAS, stunning vehicle.
£17,995 + VAT 69950/MB
Buy/Lease from £71 pw

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Coach and Bus Week ending 24 May 1997



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Our latest range of wheelchair accessible and safety buses now includes the Mercedes Benz 711D. All have full safe passenger cells and certified seating.

SHUTTLE RANGE.

From 8 to 14 passengers with options for genuine wheelchair access, our range of smaller luxury transporters are economical and truly exotic.



TAXI and TAXI BUS.

Jubilee invented the 8 seater Taxi Bus concept and now offer an amazing array of 7 and 8 seater private hire and full twin door Hackney accessible Taxis.

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Jubilee were the first independent company to carry out testing on seat and seat belt anchorage with Lloyd's of London Accreditation. We are the experts.



QUALITY and LUXURY.

All Jubilee vehicles are finished to the very highest standards in the UK today. We have never built mundane vehicles and our quality is unsurpassed.

SERVICE and STAGE CARRIAGE.

Our range of modern service buses and Dial a Ride buses encompass many new DpTAC features offering modern, easy to operate units at affordable prices.



AMBULANCE RANGE.

Patient transfer High dependancy and Dual Role. Options include lowering suspension, hidden ramps and chairlifts.

RENAULT MASTER.

Whether it's an executive 15 seater with luggage or a simple contract bus, we absolutely guarantee that no one builds it better than Jubilee.



The UK's No 1 quality vehicle builder - The U

7/8 SEATERS - TAXI & TAXI BUSES

We invented the 8 seater TAXI BUS and now offer a huge range of both New and Used 6 to 8 seater vehicles for either Private Hire or Hackney. We also offer a full range of new luxury Taxi Bus conversions on late, low mileage, used vehicles. Whether you buy out right or opt for one of our finance or lease deals; we simply cannot be beaten for quality or price.

P FORD JUBILEE Euro-Cabs and 8 Seater Taxi Buses. Choice of colours and spec. Hackney and Private Hire. The ultimate 8 seater luxury cab from only **£14,995 or £69 per week.**

P LVD NEW PILOT. Luxury 8 seater taxi bus. Diesel. Options for luggage and wheelchair access. Unbeatable value for money. In stock now from only **£11,995 or £56 per week.**

P FIAT SCUDO 1.9 D or 1.9 TD. Ultra modern new Taxi or Taxi Bus. The best looking and most wheelchair friendly 7 seater on the market. From only **£14,795 or £69 per week.**

P NISSAN 2.3D. High specification. 6 and 7 seater Taxi and Taxi Buses. Choice of colours. Twin side door, drivers partition, all hackney options from only **£13,795 or £65 per week.**

P PEUGEOT BOXER/FIAT DUCATO Diesel. Luxury Hi volume taxi buses. Bags of room for luggage and fully wheelchair accessible options. Superbly practical **£14,495 or £65 per week.**

P NISSAN 2.3D Luxury Taxi. 1000 miles only. Fully loaded. Finished in unmarked red paint work with luxury grey trim. SAVE OVER £1500. Ready to go. **£14,995.**

*** P NEW MERCEDES BENZ Vito Taxi & Taxibus.** Be the first in the UK to own one, ready for delivery in May including full wheelchair access 'black cab specification'. Please phone for details.

*** N FORD Diesel.** Luxury Jubilee 8 seater Taxi Bus. Front luggage pen. M2 luxury seats + belts. Wheelchair tracking. A professional piece of kit for just. Buy, finance or lease **£13,995.**

M FORD TORNEO Turbo Diesel. Luxury 8 seater. Finished in metallic silver. Semi hi top. Luxury trim and seating. Air Con. Automatic box. NO VAT to pay **£13,995.**

M FORD Diesel 8 Seaters. M2 seat belts. Head rests. Luxury cloth trim. Wheel trims. Choice of 5 super vehicles in various colours. Buy, finance or lease from **£11,995.**

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L FORD EXECUTIVE Turbo Diesel. Super luxury 8 seater, very low recorded mileage, no VAT to pay. Buy, finance or lease, **£11,495.**

L RENAULT Diesel 8 Seaters. Choice of 4. Including full luxury trim with front luggage pen, M2 hi backed seats and wheelchair access. From just **£8995 or £44 per week.**

J NISSAN Taxi Bus. Luxury 7 seater with seat belts. 2.0 Diesel. Excellent condition. Unbeatable value for money. Finance, Lease or buy. NO VAT **£5995.**

J VOLKSWAGEN CARAVELLE. Diesel. Luxury 8 seater. Immaculate condition inside and out. Full luxury trim. Rare opportunity. Private disabled owner. NO VAT. **£9995.**

G LVD 8 Seater Taxibus. Superb condition for year, low recorded mileage, luggage and wheelchair space. Only **£2995 or finance/lease, £19 per week.**

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9-16 SEATERS - MINI COACHES & BUSES

Whether it's a used Minibus or a brand new high specification luxury Midi coach, you simply cannot do better than visiting Jubilee. Our range of vehicles and finance/lease options set us apart.

P LVD NEW CONVOY Diesel. 16 seater Conveyor (Economy Spec) and full luxury Cruise master specifications. Over 50 different specs available from **£18,995 or £89 per week.**

P RENAULT MASTER EXECUTIVE CRUISEMASTER. Luxury hi roof 15 passenger mini coach with rear supra boot and under floor luggage + TV/Video option. READY NOW **£24,995.**

P LVD CRUISE MASTER. Front entry, low entry step, hi line windows, luggage racks, rear heater, full PCV spec. Ready NOW. Buy, lease or finance **£22,995.**

P IVECO FORD 49-10 TD. New Euro 2 luxury 16 seater Executive Pullman Coaches. Huge rear boot. Coach door. Full size executive seats. Coach trim. Prices from **£33,995.**

P MERCEDES BENZ SPRINTERS. Luxury 16 seaters. Front entry with dropped entry step. Also 12 and 14 seater options available. Various specs and options. From **£24,995.**

N DUCATO MAXI (Boxer). LWB, hi-top diesel, lux 14 passenger minicoach, ex Fiat demonstrator, lux M2 seats/diag belts, 11,000 miles only **£16,995 buy/lease/finance.**

M LVD Hi Top Luxury 16 Seater Mini Coach. New hi spec Jubilee conversion. Front entry, low entry steps, luggage racks, heater, COIF. Choice from **£15,995.**

M LVD Hi Top Diesels. Choice of 3 with M2 seat belts, head rests, lux cloth trim. Low recorded mileages. Ready now from just **£13,995 or £66 per week.**

*** M LVD 16 Seater Diesel Mini Buses.** * Luxury cloth trim. Choice of 4 super * buses including full lap/diag seat belt, * M2 seating etc. Unbeatable value from * just **£11,995 or £67 per week.**

N & M FORD TRANSIT Diesel 12 Seater Mini Buses. Luxury trim with M2 seats and belts. Choice of specs and colours from only **£11,995 or £60 per week.**

M FORD TRANSIT Diesel. 15 seater, auto, LWB, M2 seatbelts, choice of 3, from **£12,995.**

L MAZDA E220 Diesel. 14 passenger luxury minibus, hi-back moquette seats, 18,000 miles, mint condition for just **£8,995 or finance/lease, £52 per week.**

L FORD TRANSIT 15 Seater Diesel Semi Hi Tops. Choice of specs and options. Also full hi tops. There are 6 super vehicles to pick from. Ready to go NOW. Buy, finance or lease.

K LVD 400 Hi-roof Diesel. Luxury 16 seater, front entry minicoach, hi-back coach seats, lux trim, low recorded mileage, only **£11,995.**

K RENAULT Master Diesel. Luxury 14 or 16 seater mini coach. Low recorded mileage, luxury coach trim and seating, beautiful condition. Ready to go **£12,995.**

K FORD Hi Top Diesel. 7 seater with rear floor to ceiling luggage pen. Luxury M2 crash tested seats, 4 point belts, head rests. Very low recorded mileage **£11,995.**

J LVD Diesel 16 Seater Mini Buses. Choice of 2 in super condition. Seat belts, semi hi backed seats. READY TO GO. From only **£7995 (Buy or finance).**

G MERCEDES 408D. LWB, hi-top, 16 seater, front entry minicoach. Super condition, lux hi-back seats, excellent at just **£8,995.**

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17-24 SEATERS BUSES + COACHES

Over the years, Jubilee have produced some of the finest Executive Midi Coaches on the road today. Attention to detail, superb design features and stylish good looks afford our customers the privilege of standing out from the crowds in a competitive market place.

Just a few examples:

P IVECO FORD 49-10 TD Conveyor 19 seater contract midi bus. Hi-back seats, power door. Small rear boot, lap belts and much more for just **£27,995 or £131 per week**

P IVECO FORD 49-10 TD. Executive Pullman 19 seater. IN STOCK NOW. This superb midi coach is beyond compare. It has the lot. **£35,995 or just £178 per week**

P RENAULT MESSENGER B110 TD. 18 seater midi bus and midi coach range. Extra rugged construction. Choice of specifications from **£28,995 or just £139 per week**

P MERCEDES BENZ 611 TD luxury 19 seater midi coach. Full sized M3 coach seats. Options for plug door, skirts, air con, TV, from **£37,995 or just £187 per week**

P MERCEDES BENZ 711 TD. Super luxury 24 seater with rear boot. This is simply the best executive midi coach in the UK. All options. From **£44,995 + VAT**

L IVECO 49.10 TD Auto. 12-24 seat service buses, low mileage, power door, coachbuilt, choice from **£12,995.**

E IVECO 49.10. 20 seater service bus, excellent condition throughout, full test. Only **£4995.**

P SERVICE BUSES AND STAGE CARRIER. Jubilee cover a full range of Mercedes and Iveco Ford vehicles. Please give us a call with your requirements.

IF IT'S QUALITY, DURABILITY AND STYLE YOU WANT - IT HAS TO BE JUBILEE!

FINANCE AND LEASING



As Licensed Credit Brokers, Jubilee can offer an extensive range of finance and leasing plans tailored to the individual requirements of our customers.

Our finance lease plans offer the advantage of low low outlays or even NO DEPOSIT, with your part exchange covering the full amount. Add to this 100% TAX RELIEF and you can see why many of our long term customers come back for more and more.

PLEASE ASK FOR AN INSTANT COMPUTER GENERATED QUOTATION.

Plus - WE ARE SO EASY TO FIND

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SO WHY NOT COME ALONG AND SEE US ... YOU'LL BE GLAD YOU MADE THE EFFORT!

WHEELCHAIR ACCESSIBLE VEHICLES

N DUCATO MAXI D (Boxer). Hi-top, LWB, luxury 11 seater with Ricon chairlift, tracked M2 seats/belts, 5 wheelchairs, ex-Fiat demonstrator, 8,000 miles only. Save over **£5000. £19,995.**

M LDV 400 D AX-S. M2 seating/belts. Lux trim. New conversion. PLS under floor chair lift. Low entry steps. Choice from **£20,995 or just £110 per week**

M FORD TRANSIT Diesel 8 seaters with wheelchair tracking. Choice of specs and layouts including M2 seats/belts, etc. From **£11,995 or just £65 per week**

* **F MERCEDES 308d.** LWB, hi-tops,
* underslung chair-lifts, choice of 3, from
* just **£6,995 or £46 p/w**

P JUBILEE are the leading UK manufacturers of wheelchair accessible vehicles. Our range of AX-S and Liberty buses is huge. Please call us with your requirements.

PEOPLE CARRIERS OVER 20 IN STOCK

STAR BUY ... VAT qualifying vehicle ...

N Galaxy 2.0 GLX. 4000 miles only. Fully loaded. A chance to reclaim the VAT on a nearly new vehicle. Only **£14,995 + VAT**

M VW CARAVELLE 2.4 D SLX. 7 seater in immaculate condition, c/locking, pas, elec windows etc. Choice of 2. **£13,995**

M NISSAN SERENA 2.3 D SLX. Pas, elec windows, c/locking, twin sunroofs, choice of 2 7 seaters with very low miles. **£13,995**

L ESPACE 3.0 RXE. 7 seater lux people carrier, pas, elec windows, c/locking, twin sunroofs, superb condition, only 47,000 recorded miles. **£11,495**

N ESPACE 2.0 RXE. This luxury people carrier is in immaculate condition, all extras as above, fsh. Just **£11,495**

Many more people carriers available ... please give us a call!

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We have the vehicles in stock

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As you know the new law
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Jubilee have now
moved to brand new
28,000 sq ft premises



IVECO 49-10 EXECUTIVE PULLMAN.

Either 16 passengers with a huge boot or 19 passengers and a small boot. This superb value for money range of luxury mini coaches is unbeatable.

PRO-TECT RANGE.

Over 40 safety features including:
Full roll over cage,
twin impact bars,
crash tested seats and belts, USA safety spec, fire systems etc, etc.



MERCEDES LUXURY COACHES.

From 12 to 24 passengers with options for plug door, crash tested seating and belts, TV, video, air con, PA systems. Luxurious and stylish.



AX-S for WHEEL- CHAIR ACCESS.

For several years now we have been recognised as the market leaders in producing wheelchair access vehicles which afford style and dignity to all.



RENAULT B110 MESSENGER TD.

This superb vehicle accommodates up to 19 passengers or 16 with an enormous boot. It is also ideal for wheelchair access carrying up to 10 wheelchairs.



CONVEYOR RANGE.

If you demand quality but insist on economy our Conveyor range is for you. Designed to offer stylish simplicity. The ideal bus for local contracts.



CRUISE-MASTER RANGE.

Our superb 14-16 seater mini coaches are seen everywhere in the UK. These are the vehicles which set you aside from the pack. True quality and luxury.



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Jubilee now offers the widest choice available for individual wheelchair access vehicles with over 200 specs and options on offer.



*Vat is applicable on all prices

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MERCEDES 410/412 SPRINTER, 16 seat, high spec, O/S emergency door, Heater/independent heater, 4 point belts, IN STOCK AND IN BUILD
MERCEDES VARIO 512, 20 seat, high spec, IN BUILD NOW.
MERCEDES 614 VARIO, 24 seat, high spec, large boot, 3 point belts etc, IN BUILD

FORD TRANSIT 230, 16 forward facing seats, Hi roof, LWB, parcel racks, 4 point belts, FOR IMMEDIATE DELIVERY AND IN BUILT, also wheelchair access Special Price £23,995!!!
NEW LEYLAND DAF CONVOY, high roof, luxury conversion, 16 high back seats, lap and diagonal belts
1995 609, 26 seats, high spec, £28,995
Tel: 0161 406 9322 (Daytime)
0161 456 9747 (evenings and weekends)



£17,995 + VAT
Buy/Lease from £71 pw

P NEW MERCEDES VITO

Luxury 8-seater Diesel. High back seats with 3-point seatbelts. Individual place lighting, twin side doors, beautifully trimmed, PAS, stunning vehicle.

Tel: **01902 636661**

68551/MM

FOR SALE

N reg LDV Convoy, 16 seat diesel, newly converted £14,995
N reg LDV, 16 seat diesel, full spec. Special offer £10,750
M reg LDV, 16 seat turbo diesel, full spec £10,750
M reg LDV, 16 seat, full spec £9,500
L reg LDV, 16 seat, full spec £8,900
M reg FORD TRANSIT, 14 seat, full spec £10,750
IVECO 49-10, 1988 turbo diesel, 16 seat, 3 doors, reading lights, parcel shelves, seatbelts, tinted windows, heater £9,995
1993 RENAULT MASTER diesel underfloor luggage finished in blue £10,250
1993 MERCEDES 308D, 12 seats, part exchange to clear £2,250
CONVERSION TO CUSTOMER SUPPLIED VANS
LEYLAND DAF, conversion for 17 seat £2,800
FORD TRANSIT, long wheelbase, 14 seat £2,500
FORD TRANSIT, short wheelbase, 12 seats £1,950

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68611/MM



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NEW VARIO VAN CONVERSION COMING SHORTLY NEW STOCK

810 MERCEDES PLAXTON, 29 seat service bus, air suspension
711 MERCEDES, 29 seats, coachbuilt, power door, seat belts.
Stock

USED

1995 (M) MERCEDES 814D Plaxton, 33 seat, coach spec.
1993 (L) MERCEDES 308 14 seats, non PSV
1993 (L) MERCEDES 814 Plaxton Beaver Coach Spec
1991 (J) MERCEDES PMT 33 seat coach, dual purpose
1987 (D) MERCEDES 609, 19 seater, new engine, new test

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or EVENINGS 01357 521888



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MERCEDES MINI-COACH SPECIALISTS



IN STOCK AND IN BUILD
New Varios, 611D & 711D
24 seats, high spec
AVAILABLE FOR IMMEDIATE DELIVERY
Mercedes 412D Sprinter, LDV Convoy 3.5D
Both 16 seats, very high spec

PRE-OWNED VEHICLES FOR SALE

Mercedes 609D (choice of two)

1994 & 1992, both power doors, Dropwell boot, 24 seats, long tests, very clean.

Mercedes 410D

1991, Devon conversion, 12 seats, built to very high spec. One owner/driver.

EACH OF OUR COACHES ARE BUILT TO EXACTING STANDARDS WITH ALL AGE SEAT BELTS FOR MAXIMUM SAFETY

ALL COACHES CARRY A TWO YEAR WARRANTY

FINANCE PACKAGES CAN BE ARRANGED ON REQUEST

For prompt attention contact

Kenny Adamson 0141 554 7781 or David Agnew 0141 554 8655

66579/MM

B & D HOLT



G, H reg Mercedes 811 Turbo, Alexander bodies, 28-31 seaters, full test, repaint if required, ready for work, choices.
F Mercedes 811 Starider Buses, choices, full test, full repaint, ready for work.
K reg Transit 12 seat minicoach, SVVB, Hi-top, 13,000 miles, PSV test, this vehicle has not been used for PSV work.
1987 MCW Metrorider, 25-seater with boot, full Test.
1990 Omni CVE, Disabled Vehicles, choices.
H reg Iveco 49.10, new shape, 11-seater, wheelchair accessible £7750
1986 Leyland Royal Tiger Doyen, 49 reclining seats, toilet, normal refinements, tested December 1997 £19,500

PART EXCHANGE, FINANCE AVAILABLE FROM £2500 DEPOSIT.

CONTACT B&D HOLT

Tel: 01204 525835

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68610/MM

1988 29-SEATER + COURIER LEYLAND DAF

Cummins engine, new coach seats, Eberspacher heater, tested July 1997, only 68,000 kms
£18,000 + VAT ono

1989 21-SEATER OPTARE

6-cylinder engine, manual gearbox, executive coach seats, Eberspacher heating, tested March 1998
£11,000 + VAT ono
Phone 01294 271869 (Ayrshire)

68367/MM

1990 H REG LDV 400, 2.5 diesel, 16 high back seat with belts, high top, very attractive vehicle inside and out. MoT Oct 97.
£5500 + VAT. Devon 01823 680288.

68371/MM

1986 LEYLAND CUB, recon engine, 21 seats or 7+5 wheelchairs, rear wheelchair lift, taxed, PSV tested Sept '97, £4,000, no VAT. Tel: 01942 747747.

68313/MM

FORD TRANSIT 1985. 16 seat minibus, service spec, new MoT. £1950 ono. 01249 444444. Fosseyway Coaches.

68561/MM

1988 TOYOTA OPTIMO

19 seats with seatbelts extra 2 to make 21 available. Recent engine rebuild, long MoT.
ONLY 1 LEFT

£14,000 + VAT

TAPPINS, OXFORD

Tel: 01235 819393

68469/MM

LEYLAND CUB, Vanguard, 1984, rear wheelchair lift, floor tracking, full MoT (Class 5), £3,750. Market Deeping, 01778 342224.

68491/MM

DODGE S56, 1987, 25 seat minibus, service spec, manual gearbox. Long MoT, ready to work, £3750 ono. Tel: 01249 444444.

68562/MM

G MERCEDES 408D, 16-seater, front entry Minicoach, superb condition, lux trim Finance available. £8,995 + VAT. JAG, 0121 502 2252.

67503/MM

Coach and Bus Week ending 24 May 1997

MINIS & MIDIS

FOR SALE: E REG IVECO, 16 seater, 2.5 diesel, tax and MoT'd, low access with tail-lift, full Unwin tracking. £3500 ono. Must sell. Tel: 01222 595619. 68223/MB

FREIGHT ROVER. 14 seater, 1986 C reg, high back seats with fitted seatbelts, taxed and tested. £1,600 + VAT. Tel: 01942 511632. 68477/MB

1987 49.10, 21-seater, MoT Jan '98, good runner, £3,500. 53 seats Duple, rebuilt engine, gearbox, new MoT, vgc, £3,250. 01495 773590. 68489/MB

SETRA

ONE SETRA TORNADO S 215 HD
1993 48/49 seats, air conditioning, toilet, fridge, tea and coffee machine, one TV monitor.

ONE SETRA TORNADO S 215 HD
1993 12 metre, 36 Armyn seats, air conditioning, toilet, floor level toilet and kitchen, very inc. tea, coffee and fridge, Florex carpet throughout.

ONE SETRA S 215 HD
1990 49 seats, air conditioning, toilet, fridge, tea and coffee machine, two TV monitors.

THESE VEHICLES IN SUPERB CONDITION
Contact **BOON'S COACHES**
68473/SET **01245 467277**



1987 SETRA S215HD
PP, 49 reclining seats plus courier, toilet, TV & video, coffee machine, drivers bunk, carpets & curtains, all usual Setra, recently refurbished interior and exterior, immaculate condition
£65,000 + VAT
Tel: Day 01708 868899
Eve: 01245 451452 68450/SET

SCANIA

1985 SCANIA 112, Jonckheere P599 exec, 51 seats, toilet, TV, seatbelts, new test. £30,000. Tel: 0181 692 5182. 68316/SC

SCANIA

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NEW SCANIA K113 CRB VAN HOOL ALIZEE, 57 seats
NEW SCANIA K113 CRB VAN HOOL ALIZEE, 49 recliners + toilet with or without air con
NEW SCANIA K113 CRB IRIZAR CENTURY 3.5, 49 recliners + air con + drivers bunk + TV/Video
NEW SCANIA K113 TRB IRIZAR CENTURY 3.7 (3 AXLE), 51 recliners + Air con + fridge + TV/Video etc
NEW SCANIA L113 CRL WRIGHTS ACCESS ULTRA LOW - LOW FLOOR SERVICE BUS, 47 seats

USED SCANIA

1995 M SCANIA K113 TRB IRIZAR CENTURY 3.7 3 AXLE, 49 recliners, air con, fridge, TV/video, drivers bunk, radio/PA/cassette

1988 SCANIA K92 VAN HOOL ALIZEE, 55 recliners, radio/PA/cassette

USED VOLVO

1993 VOLVO B10M JONCKHEERE DEAUVILLE, 49 seats + c. toilet, radio/PA/ cassette

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K113TRB Triaxle,
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49 seats, toilet, TV/video,
drinks machine,
air conditioning, 1995 M,
plain white, very clean

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Due to the arrival of 4 new executive coaches we have for sale the following:

1 x 1989 Cummins Plaxton Coach.
53 seats, P/P. **OIRO £40,000**

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OIRO £40,000

1 x 1986 Volvo B10M Caetano.
Recently refurbished, executive
OIRO £30,000

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68358/VSM

The Dunn-Line Group

1995 (M) Volvo/Jonckheere 49 seater executive coaches, owned from new **£123,000**
1993 (PP) Bova Futura 51-seater executive coach, owned from new **£100,000**
1987 (PP) Volvo Van Hool 49-seater executive, air con **£57,500**
1988 (PP) Van Hool 53-seater, Telma, double glazing **£63,000**
1987 (PP) Van Hool 53-seater, Telma, double glazing **£57,500**
1984 (PP) DAF 2300 Jonckheere 49-seater plus toilet **£22,000**
1985 (PP) DAF 2300 Berkof 49-seater plus toilet **£25,000**
1984 (PP) Volvo Van Hool Astral 57-seater plus toilet **£30,000**

Part exchange considered.
All prices excluding VAT
Contact **Bob Dunn**
0115 916 9000

SELL YOUR VEHICLES

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24hr
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1984 LEYLAND TIGER PARAMOUNT, PP, 53 seater, 11 met, 1st March 1998, owner from new, 51 seats fitted, all white, excellent condition, **£23,500. Tel: 01733 467147.** 69212/LE

Lineage - up to 25 words
£12.50 + VAT = £14.69

1979 LEYLAND LEOPARD semi auto, 53 seats, MoT Nov 97, in a perfect vehicle, full air and £12,000 + VAT (ono) Tel: 01733 467147. 69419/LE

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FOR SALE

1949 Bedford O.B Duple Vista Coach, 29 seater
1963 AEC Routemaster, 64 seater
1973 Leyland Duple I, 53 seater
1974 Leyland Plaxton, 53 seater (seat belted)
1978 Bristol VR, 70 seater
1980 Leyland Duple II, 53 seater
1981 Leyland Plaxton Supreme IV, 53 seater (seat belted)
1984 Leyland Plaxton Supreme IV, 53 seater (seat belted)
1986 Sherpa Minibus, 16 seater
1987 MCW Metroliner, 53 seater (seat belted)
1980 Landrover Series III, SWB
AEC Recovery Vehicle, Ergomatic Cab 4WD, tax exempted
All the above vehicles are in daily use, currently MoT'd and in good condition
Plus lots and lots of spares, workshop equipment etc
Phone 01733 467147 69383/CM

VOLVO B10M's JONCKHEERE

A reg, P599, 50 seat, full exec, all white, long MoT and tax, tidy vehicle
£26,000 ovno

1987 VOLVO B10M
Super high, Blue Danube, 51 recliners, double glazed, tints, curtains, radio P/A, all white, clean tidy vehicle, long Mot and taxed
£35,000 ovno
Readvertised due to lack of funds (Edinburgh)
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Lineage ☐ Hi-Lite ☐ Coachmart ☐ 4x1 ☐ No of weeks ☐

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NEW MERCEDES VARIO PLAXTON, 33 + standees, 97 Diptac step and floor. Air suspension, auto, 2 weeks.

NEW MERCEDES 711 PLAXTON, 97 Diptac floor + step hi, 29 + 8 standees. Stock.

NEW MERCEDES VARIO 810 MARSHALL, extended service with retarder, 97, Diptac. Stock

NEW MERCEDES 810 PLAXTON, 33 service or semi coachseats, 12 standees, Diptac, air suspension, manual or auto and Telma. 2 weeks

NEW MERCEDES COACHES

NEW MERCEDES 814L, coach spec 37 seats air sus, p/door, large boot. Stock **Reduced**

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NEW MERC VARIO 614, Luxury 24 large boot. All extras. 2 weeks.

NEW 711 Turbo, conversion, 24 seat Luxury, boot, P swivel door, coach spec. Stock

NEW MERCEDES 611D, 24 seats, full spec, boot, power door, luggage racks, radio cassette, coach spec. Stock

MERC SPRINT 412 Lux Turbo. Stock. 16 + lug

MERC SPRINT 412 16 wheelchair. Stock

NEW TRANSIT 16 hi top, LWB, 14 days.
NEW TRANSIT 14, diesel, 5-sp, s/door.
NEW FORD TOURNEO, 9 seat, diesel. **Stock.**
NEW DAF, Convoy, 16 PSV, coach spec. Turbo.
NEW DAF, 16 hi roof, Convoy. **Stock.**

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LEYLAND DAF CONVOY, turbo and non turbo, 5 chairs, 16 lux. **Stock.**

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NEW MERC 412 Sprinter, 16/5 w/chairs. Tailift. **Stock.**

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ALL OPEN TO REASONABLE OFFERS

97 MERC 611 24 coach spec

96 MERC 814, dual purpose, 31 coach

96 NOV. MERC 814, 33 coach spec, low mileage

94 MERC 208, 12+ driver, PSV

94 LEYLAND DAF, 20 seat, service, p/door

94 B10 PREMIER. D/glazed, fridge, coffee, 49 + toilet.

93 LEYLAND DAF 16/5, wheelchairs.

93 B10 VAN HOOL, Full exec, 49 + extras.

92 TRANSIT DIESEL 12 PSV, power steering

92 TRANSIT, diesel, 16 PSV, tested

90 IVECO REEVER 23 coach seats and standees

90 TRANSIT LWB, Petrol, 12 seats.

90 TRANSIT, 15 PSV diesel. Tested.

90 TRANSIT, LWB 12 seat diesel PSV

90 DUPL, 425 Cummins ZF7, 52, toilet, TV, Telma

89 DAF, Algarve exec 11.6, toilet, TV

89 B10 PLAXTON 3500, 50 + toilet

89 MERCEDES 208D, 12 seats

88 DAF BERKHOF SBR 3000, 75 seat exec d/deck, toilet, monitors, good trim, ready to work, tested

88/89/90 TALBOT, triaxles, 22+ standees.

88 VOLVO B10 ALGARVE, 53 recliners, high floor

88 MERC 814 (6 cyl) 29 coach seats

88 TRANSIT 14 diesel, PSV, tested

88 FREIGHT ROVER, 16 diesel, PSV coach

88 TRANSIT, 12 PSV, SWB, Diesel

88 TRANSIT, 12, Petrol

88 TRANSIT, 14 diesel, PSV

87 MAN ALGARVE EXECUTIVE, 49 + toilet

87 MERC 814, 29 seats, new test.

87 RENAULT DODGE, service bus, 29+ standees

86 VOLVO B9, 33 coach seats and standees and boot.

86 MERC 608, service buses, tested

86 RENAULT DODGE, 20 service, auto

86 R/DODGE, 25 seat, 5 speed

86 VOLVO B9, Plaxton 33 coach seat + boot and standees. Autobox

86 BEDFORD, Power Steering, 31 seats or 7 wheelchairs

85 DAF PLAXTON 3500, 49 + toilet

85 SETRA, exec, 49, toilet, TV

84 B10 VOLVO BERKHOF, executive, TV

84 DAF JONCKHEERE, 49 + toilet

83 DODGE R BURGESS, diesel, auto, 17 F dr.

82 BEDFORD, 35 seat, 8.5 metres.

82 DENNIS, V8 auto Alexander Service Bus

82 B10 GOLDLINER, 53 re-trimmed recliners.

80 BEDFORD PLAXTON, 31 recliners, tested

79 VOLVO IRIZER, 49 seats, toilet, exec

79 FORD 35 seat Duple II

78 LEYLAND Duple, express doors

78 LEYLAND EXPRESS Duple, 53

75 AEC ZF, retrimmed throughout, 53

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1986 MERCEDES 608D

Reeve Burgess bodywork, 20 seats + standees, power door, good MoT. Choice of 3. From £4000

1991 MERCEDES 709

Dormobile body, 29 seats, service spec, painted in white, good MoT.

1989 MERCEDES 609D

Reeve Burgess, 20 seats + standees, power door, painted in white, good MoT.



1988 IVECO 49.10

Carlyle II body, 25 seats, service spec, power door, new MoT.



1986 IVECO 49.10

19 seats with luggage pen, power door, 5-speed manual, new MoT, very clean for year

1987 MCW METRORIDER.

23 seats + 7 standees, Cummins engine, Allison auto, power steering, power door, in white. New MoT. Choice of 3.

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1990 SCANIA K113 PLAXTON, 53 seater

1984 JONCKHEERE P559, 49 seater exec

1984 BOVA EUROPA, 53 seater

1984 VOLVO B10M DUPL

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1983 DAF LAG GALAXY, 53 seater

1980 VOLVO B58 VIEWMASTER, 53

seater

1980 LEYLAND LEOPARD, 53 seater

1978 AEC PLAXTON, 53 seater

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A SELECTION THIS WEEK . . .

1995 (Nov) MERCEDES 711D, Mellor Coachcraft, 25 high back luxury coach seats, interior racks, air power door.

1993 DAF SB3000 CAETANO ALGARVE II, 49 reclining seats, courier seat, centre sunken toilet, double glazing, continental door, new MoT.

1989 VOLVO B10M PLAXTON 3500, 51 reclining seats, centre sunken demountable toilet, continental door, double glazing to side windows, curtains, drinks machine, radio and p/a, driver's sleeper.

1988 VOLVO B10M VAN HOOL ALIZEE, 49 reclining seats and courier seat, seat belts, centre sunken toilet, continental door, curtains to side windows, video and monitor, crew compartment, drinks machine and fridge. New MoT.

1987 BEDFORD PJK PLAXTON PARAMOUNT 3200, 29 seater, long MoT, available now.

1986 DAF MB230 Duple 340, 49 reclining seats, courier seat, repainted, nice interior, lease package available on this vehicle.

1986 IVECO VIANA CAETANO, 19 seater coach, blue/grey interior, two tone blue exterior, power door.

1985 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats and courier seat. Continental door. New MoT.

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, toilet, wired for video. New MoT.

1983 DAF DKFL, MB200 CAETANO ALGARVE, 53 reclining seats, seat belts, air conditioning, Webasto, silver blue exterior, excellent condition, long MoT.

1979 VOLVO B58 PLAXTON SUPREME, 53 seater, very good condition.

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68007/VSM

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New - Immediate Delivery**BOVA FUTURA FHD**

49 reclining seats with seatbelts, centre sunken toilet, fridge, water boiler, continental door, air conditioning, carpets, ZF retarder, Interior -grey; Exterior -white.

VOLVO B10M GL WITH VAN HOOL ALIZEE H LUXURY COACHWORK

Centre sunken toilet, continental door, fridge, boiler, double glazing, air conditioning. Interior -grey/red; Exterior - white.

1996 (P) BOVA FUTURA FHD 330L

49/53 seats, demountable toilet, continental door, air conditioning, water boiler, fridge, double glazed side windows, curtains, carpets, seat belts. Interior -white.

1995 SCANIA IRIZAR CENTURY

49 reclining seats, air conditioning, toilet, continental door, video & monitor, fridge, water boiler. Interior -autumn tint; Exterior - red/orange. MOT May 1998.

1994 BOVA FUTURA FHD

49 reclining seats, centre sunken toilet, water boiler, fridge, continental door, double glazed side windows, aircraft type luggage racks, air conditioning, video/monitor. Interior -grey. MOT April 1998.

1994 BOVA FUTURA FHD

53 reclining seats, courier seat. Interior - grey/green; Exterior green/black. MOT February 1998

1992 TOYOTA OPTIMO

18 reclining seats. Interior -grey/red. MOT December 1997

1991 TOYOTA OPTIMO

21 seats. Interior -red; Exterior white. MOT March 1998

1990 VOLVO B10M PLAXTON PARAMOUNT 3500

49 reclining seats, centre sunken demountable toilet, continental door, aircraft style lockers, double glazed side windows. Interior -autumn tint; Exterior -white. MOT March 1998.

1989 LEYLAND DAF

16 moquette seats. Interior -autumn tint; exterior -white. MOT August 1997

1989 DAF SB3000 CAETANO ALGARVE

53 reclining seats. Interior -autumn tint; Exterior - red/white/blue. MOT May 1997

1988 CHARISMA

49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior -grey/red; Exterior -white. MOT July 1997

1988 VOLVO B10M PLAXTON 4000

65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior -autumn tint; Exterior -white. MOT March 1998

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1987 VOLVO B10M PLAXTON PARAMOUNT 3500

53 reclining seats, continental door. Interior - brown; Exterior - white/maroon. MOT August 1997

1987 DAF MB PLAXTON 3500

53 reclining seats, continental door, TELMA retarder. Interior -grey/red; Exterior white. MOT November 1997

1986 TOYOTA OPTIMO

19 seats, 2 tables, power door. Interior -grey/red; Exterior -white. MOT October 1997

1985 NEOPLAN SKYLINER

Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior -red; Exterior -white. MOT Jan 1998

1985 LEYLAND TIGER DUPE 340

49 reclining seats, rear sunken toilet, continental door. Interior -autumn tint; Exterior -white. MOT March 1998

1984 DAF SB2300 BERKHOF

49 reclining seats centre sunken toilet, continental door, TELMA retarder. Interior -autumn tint; Exterior -white.

1983 BOVA EUROPA

53 seats, power operated entrance door. Interior -red; Exterior white/blue. MOT October 1997

68482/VSG

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1994 Private Volvo B6 Caetano Algarve, 34 reclining seats, Exterior White, Interior Grey Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Drivers' Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Curtains, Black Gangway and Armrests.
Ref: 0296

1992 J Mercedes 211hp Neoplan 208 Jetliner 8.5 metre, 24 reclining seats, Exterior Gold Striped, Brown Moquette, Exhaust Brake, Radio, Pa, TV, Video, Pedestal Microphone, Cassette, Wheel Discs, Webasto, Driver Operated Door, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing Blinds, Continental Door, Tea/Coffee Machine, Servery, Fridge, Tables, Drinks Trays of Seats, Magazine Nets and Crew Seat.
Ref: 0143

1996 N Volvo B10M Plaxton Premiere 320, 53 reclining seats, Exterior Cream & Red, Interior Brown Striped Moquette, Telma, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing Blinds, Seat Belts and Magazine Nets.
Ref: 0168

1995 Private Volvo B10M GL Plaxton Premiere 350, 49/53 seats, Exterior White, Interior Grey Striped Moquette, Exhaust Brake, TV, Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Armrests, Crew Seat and Toilet. **Ref: 0310**

1994 L Volvo B10M MkIII Van Hool Alizee, 52 reclining seats, Exterior Maroon & White, Interior Grey & Red Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Crew Seat, Footrests and Destination Gear. **Ref: 6745**

1993 K Volvo B10M MkIII Jonckheere Deauville 45L, 50/53 reclining seats, Exterior Cream & Red, Interior Brown Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Telma, Side locker, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat.
Ref: 6876

1989 G Daf SB2300 Duple 340, 53/57 reclining seats, Exterior Blue/White, Grey Moquette, Exhaust Brake, TV/Video, Radio, Pa, Microphone, Cassette, Radio, Pa, Microphone Cassette, Wheel Discs, Driver Operated Door, Through Locker, Rear Side, Tinted Windows, Continental Door, Crew Seat, Red Carpet Gangway and Toilet.
Ref: 0846

1989 Private Daf FHD Bova Futura, 51 reclining seats, Exterior White with Stripes, Interior Brown Striped Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa, Microphone, Cassette, Driver Operated Door, Drivers Fan, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Tea/Coffee Machine, Fridge, Seat Belts, Crew Seat and Centre Toilet. **Ref: 0176**

1989 Private Duple 425 Cummins Integral, 53 reclining seats, Exterior White, Interior Brown Coloured Striped Moquette, Telma, TV, Video, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Integral Locker, Aircraft Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Continental Door, Hot Water, Fridge, Armrests, Crew Seat and Toilet. **Ref: 0262**

1989 F Manual Integral Jonckheere Deauville 45L, 48 reclining seats, Exterior White, Red, Yellow, Interior Brown C/S Moquette, TV/Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Drive, Air Conditioning, Through and Rack Lockers, Rear Window, Tinted Windows, Peage Window, Double Glazing, Full Drawn Curtains, Tea/Coffee Machine, Seat Belts, Armrests, Crew Seat, Toilet. **Ref: 0158**

1987 Private Duple 425 Cummins Integral, 52 reclining seats, Exterior White, Red & Blue, Interior Brown Coloured Striped Moquette, Radio, Driver Operated Door, Integral Lockers, Rack Lockers, Rear Window, Tinted Windows, Curtains, Continental Door, Tea/Coffee Machine, Armrests, Crew Seat and Toilet. **Ref: 0989**

1983 Y Van Hool Astron Man Integral, 50 up and 10 down reclining seats, Exterior Blue and White, Interior Multi Coloured Moquette, Wiring for TV/Video, Side Locker, Tinted Windows, Hot/Cold Water, Fridge, Crew Seat, Crew Compartment, Toilet. **Ref: 0209**

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Choice of 2 £97,000
- 1992 J VOLVO MARK III PLAXTON EXCALIBUR 350**, 49/53 reclining seats, courier seat, centre demountable toilet, continental door, Telma, air conditioning, Webasto, boiler, fridge, d/glazed, radio/PA, TV.....**£95,000**
- 1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE**, 51 recliners, courier seat, rear sunken demountable toilet/continental door, d/glazed, radio/PA, new test, repainted white**£79,500**
- 1990 F VOLVO B10M VAN HOOL ALIZEE H**, 49 reclining seats, courier, centre demountable toilet, continental door, double glazed, blinds, radio/PA.....**£72,500**
- 1988 VOLVO B10M PLAXTON PARAMOUNT 3200**, 57 retrimmed reclining seats, pannier lockers, radio/PA.....**£57,500**
- 1988 E VOLVO B10M JONCKHEERE P599**, 53 reclining seats, courier, d/glazed, radio/PA, repainted white, new test.....**£62,500**
- 1984 VOLVO B10M VAN HOOL ALIZEE**, 49 reclining seats + courier seat, centre sunken toilet/continental door near side, radio/PA.....**£38,000**
- 1984 VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 reclining seats, courier seat, d/glazed, radio/PA retrimmed, new stretch panels, repainted, new test**£37,500**
- 1983 VOLVO B10M VAN HOOL ALIZEE**, 49 retrimmed reclining seats, courier seat, centre sunken demountable toilet, radio/PA, immaculate**£35,000**
- 1983 VOLVO B10M PLAXTON PARAMOUNT 3500**, 51 reclining seats, courier, double glazing, Webasto, radio + PA, belts fitted.....**£25,000**

OTHERS

- 1995 N IVECO 59/12**, Cacciamali, 20 Fainsa seats, Webasto, Suttrak, air con, radio/PA/fridge, boiler, large boot, immaculate.....**£42,500/£40,000**
- 1994 L DAF LDV 400**, Auto Classique conversion, 16 hi back coach seats, radio/PA/cassette, racks, white, low mileage**£12,500**
- 1993 SCANIA K113 PLAXTON PREMIERE 350**, 49/53 reclining seats, courier, auto transmission, ZF HP 600, centre demountable toilet, boiler/fridge, double glazing, ABS, Suttrak air conditioning, radio/PA etc, immaculate**£105,000**
- 1991 MERCEDES 811**, Dormobile bus, automatic transmission, Eberspacher, 29 service seats, 10 standees, tested 11/2/98, repainted white**£17,500**
- 1988 BOVA FUTURA FHD**, 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazed, Suttrak air conditioning, fridge, boiler, radio/PA**£59,500**
- 1987 LAG PANORAMIC**, 49 retrimmed reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA, repainted white**£48,500**
- 1987 (E) DUPLÉ 425**, 57 seater, automatic transmission**£32,500**
- 1985 PP DAF MB200 PLAXTON PARAMOUNT 3500**, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV**£27,000**
- 1983 PP MERCEDES 0303 JONCKHEERE BERMUDA**, 51 reclining seats, courier seat, centre sunken toilet, continental door, radio/PA, new test**£19,000**
- 1982 BEDFORD DJK 330 DUPLÉ DOMINANT**, 29 retrimmed seats, P.O.D., clean**£6,000**

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Choice of 4 vehicles - Good condition.

- ◆ 1994 Bova Futura - 53 reclining seats, double glazed, Radio/PA, courier seat, air conditioning - long M.O.T. Nice condition.

SPECIAL OFFER

- ◆ 1994 Scania K 113 GRB/Irizar Century - 49 seats, Retarder, air conditioning, TV/Video, Radio/PA, driver's bunk, drinks machine, rear sunken toilet, fridge, continental door. Webasto and timer, foot rests, aluminium wheels. Long M.O.T. £129,000 plus VAT. Straight sale. Very nice condition.

- ◆ 1993 Setra S 215 HD Tornado - 49 recliners, centre toilet, ABS, retarder, Webasto and timer, drinks machine, air conditioning, fridge, courier seat, Reccaro driver's seat, M.A.N. turbo charged inter-cooled engine, aluminium wheels. Choice of 2. Painted in white. Long M.O.T. 6 months warranty. Nice condition.

- ◆ 1989 Setra S 215 HR Rational - 53 reclining seats, retarder, ABS, Webasto and timer, fridge, courier seat, lift/lower system, Radio/PA, microphones, driver/courier. 6 months warranty.

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Leather seats, Low mileage,
Fitted safety belts, Into
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passenger doors, TL11
engine, ZF 6 speed box, spot-
less condition, must be seen,
P.O.A.

Ex M.O.D. Dodge 1989 Dec,
39 seats Wadhan Stringer
Body, Tacho Limiter, Just
PSV tested, nice condition
with leather seats, safety
belts etc, P.O.A. Choice of
15, others 1985/86/87 some
with PSV or class 5 MOT,
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moquette seats, new safety
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LEYLAND TIGERS

1986 Duple 320 Express, semi auto gearbox, repainted and painted white, private plate, tested April '98.

1985 Duple Lazer II Express, 51 seats, ZF auto gearbox, testing now

1982/3 Plaxton Supreme V Express, 11m, semi auto gearbox, 53 seats, choice

1982 Duple Dominant II, 51 seats, semi auto gearbox, 12m, power door, August test

LEYLAND NATIONAL

1980 Mk II 680 engine "B" series spec, 49 seats, Oct test

BEDFORD

1987 Plaxton Derwent bus, 49 coach seats, luggage pen, Oct test

MIDI COACHES

1989 Leyland Swifts, Reeve Burgess Harriers, coach seats, power doors, boots 1x 35 seats 1x 37 seats, panelled and painted white, Cummins turbo engines, Allison auto gearboxes, test March '98

1988 Mercedes 709D Wadhan Stringer coachwork, auto gearbox, 25 retrimmed bus seats, power door, test Nov

1985 Mercedes 608D, 21 coach seats, luggage racks, full soft trim, tinted glass, slam door, private plate, Nov test

1987 MCW Metrider, 25 coach seats, boot, luggage racks, power door, manual gear-
box, tinted windows, repainted white, test Feb '98

LEYLAND ATLANTEAN

1978 AN68 Alexander body, 86 seats, test Dec

PART EXCHANGES TO CLEAR - Mostly untested from £1000-£2500

1978 Ford T152 35 str Duple Dominant, 1980 Ford Supreme IV Express 53 seats, 1979 Ford Supreme IV 53 retrimmed seats, 1983 Ford Duple Dominant III 48 seats and toilet, Selection of Leyland Leopards - Plaxton, Duple and Alexander bodies, Bristol LH 7' 6" wide ECW bodies, 45 retrimmed bus seats, power steering and semi auto gearbox - choice 1986 VW Optare 25 seats auto gearbox, 1982/3 Mercedes 608D 19 coach seats slam doors - choice, 1977 Daimler Fleetliner Alexander body 74 seats, 1987 Dodge Alexander 19 coach seats and luggage pen power doors auto gearbox - choice 1986 Freight Rover Dormobile bodies power doors bus or coachseats - choice.

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1977
LEYLAND NATIONAL
49 seats and 8 standees,
re-trimmed seats, MoT 8/97
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1980 W reg
LEYLAND LEOPARD DUPLÉ DOMINANT II
53 seater, power door, re-trim seats, 1
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must be seen £4,750 + VAT



1987
**BEDFORD YMPs PLAXTON
PARAMOUNT Mk III**
35 seater, tinted windows,
power door, MoT 12/97
£19,950 + VAT



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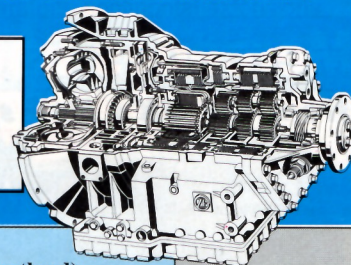
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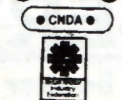
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684231/VEH

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Bedford 500T, 500NA liners. at £28
Bedford 500T, 500NA top and bottom gasket set. £100
Bedford 500 PHI short engines at £1350
Bedford 500 PHI block reconditioned. at £600
Bedford 500T crankshafts at £350
Bedford 500T 500 N/A crank bearings £100 set

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Leyland Leopard compressors, recon £275
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Coach and Bus Week ending 24 May 1997

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LINCOLNSHIRE COUNTY COUNCIL ENVIRONMENTAL SERVICES DIRECTORATE EXTERNALISATION OF DSO (TRANSLINC)

In accordance with the EC Services Directorate 92/50 EEC (Restricted Procedure) applications are invited from suitably experienced companies who wish to be included on a select list of tenderers for provision of the following services on the basis of a trade sale:

1. Awarding Authority:

Lincolnshire County Council, Environmental Services Directorate, City Hall, Lincoln, LN1 1DN Tel: 01522 553051 Fax: 01522 553149.

2. Category of Services and Description, CPV Reference Number:

Category, CPC Reference Numbers: CPV 50202000, 50203000, 60242000, 61201200, 71211000, 74142000

The service broadly consists of:

The maintenance and management of a mixed fleet of approximately 1150 vehicles ranging from cars to HGVs/PSVs. This includes 150 vehicles providing passenger and goods transport services. These services are currently performed by the workforce of the Council's Direct Services Organisation (TransLine). It is intended that the same workforce will continue to perform these services by means of a trade sale. The principal assets of the DSO include (approximately) 250 employees and 850 vehicles mentioned above, the remainder being on finance leases must stay within the ownership of the Council. The DSO has a current annual turnover of £11m. The headquarters offices and workshop at Lincoln plus office/workshop bases around the County will be made available through leases.

3. Place of delivery:

Principally within the County of Lincolnshire but occasionally outside that area.

4. (a) Reserved for a particular profession: No.

(b) Law, Regulations or Administrative Provision: The contract and trade sale shall be subject to English law.

(c) Names and Qualifications of Personnel: Tenderers will be required to submit many details, including names and qualifications of personnel, to prove their eligibility to compete for the contract/trade sale.

5. Division into lots: Tenderers must be submitted for the whole service and for the trade sale of the DSO.

6. Number of Service Providers which will be invited to tender: The number of service providers to be invited to tender will be determined upon consideration of the applications received and will be sufficient to ensure genuine competition and comply with statutory requirements. The select list may include a management or management employee buy out offer which may or may not be associated with another party.

7. Variants: Variants to the contract will not be permitted.

8. Duration of Contract: The contract will be for a period of 6 years - with passenger transport services being subject to a phased competition process after that time.

9. Legal Form in the case of Group Service Providers: A joint and several liability by all service providers.

10. (a) Justification for Accelerated Procedure: In order to meet other contractual obligations.

(b) Deadline for Receipt of Applications: Applications must be in the form of questionnaires, obtainable from the Council, and must be completed and returned to the Council by 1430 hours on 9 June 1997.

(c) Address: As in 1. above.

(d) Language: English.

11. Final Date for the Despatch of Invitations to Tender: 14 July 1997.

12. Deposits and Guarantees: A performance bond or parent company guarantee may be required. Any requirement for such will be indicated prior to tendering.

13. Qualifications: The Council reserves the right to select those to be invited to tender on the basis of, inter alia, their experience, capabilities, management resources, technical resources, references, financial standing, equal opportunities, health and safety policy and quality management systems. Applicants wishing to be included on the select list of those to be invited to tender will be sent a questionnaire which must be completed and returned by 1430 hours on 9 June 1997.

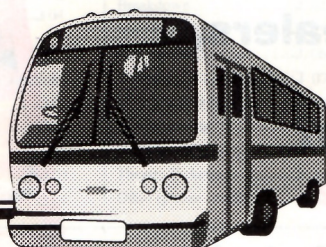
14. Contract and Award Criteria: The most economically and advantageous tender assessed in accordance with the criteria set out in the tender documentation.

15. Other Information: It is the Council's view that the provisions of the Acquired Rights Directive (77/187/EEC) and the Transfer of Undertakings (Protection of Employment) Regulations 1981 (as amended) are likely to apply.

The approach to the Council must be by the principal of any joint arrangement.

16. Date of Despatch:

16 May 1997.



Coach and Bus Week ending 24 May 1997

Fax Hotline
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69548/APP

Nottinghamshire County Council

Planning and Economic Development Transport Services

Tenders are invited for the provision of a one vehicle accessible network of bus services to operate in West Nottinghamshire. A vehicle with a minimum of 24 seats with space for 4 wheelchairs will be required to operate over the routes

Tender documents are available on request from the Public Transport Group, Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ. Tel: 0115 977 4760

Closing date for receipt of tenders Tuesday 17th June 1997 68553

COACH OFFICE ADMINISTRATOR

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68281/APP

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Edinburgh c£34k

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The Company invites applications for the position of Assistant Chief Engineer. The successful applicant will have had experience in the engineering field with first hand experience of management and industrial relations. The applicant will be qualified up to at least HNC in Mechanical or Electrical Engineering.

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Written applications should be sent by 16 June 1997 to:
Charles, Evans, Chief Executive and Managing Director,
Lothian Region Transport plc,
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69946/ETN

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R — R

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V — V

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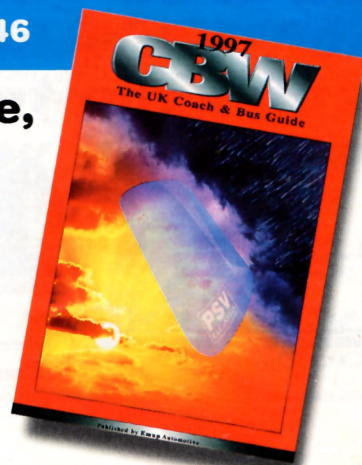
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▼ Coach and Bus

Md retires early

LEN Green, md of Rossendale Transport, has taken early retirement.

Mr Green has worked in the industry for 34 years — the past 27 in management posts. He'd recently had significant time off work through ill health.

He had worked at the municipal operator since 1984 and has overseen its development. "I've enjoyed my 13 years as

by Mark Williams

managing director of Rossendale," said Mr Green.

"It is gratifying to have achieved the transformation of Rossendale from a small, local municipal bus undertaking to its present and diverse activities under the Ellen Smith and Rossendale names.

"I regret that ill health has forced early

retirement. I will certainly miss many friends and colleagues of the coach, bus, and tourism industries.

"One of the industry's strengths is that friendship and a common purpose has so often been able to remain above the competitive situation.

"At 49, I do not intend to retire completely, and I am currently considering a number of options for part-time work."



VFM starts young with equal ops campaign

▼ Bus

Redressing the balance

GO-AHEAD'S VFM Buses of Gateshead has been on a girl-only recruitment drive at Brinkburn Comprehensive School. The girls were invited to visit the depot and see what life is like working for a bus company.

Among the 12 takers were three of its own employees' daughters. "Initiatives like this not only help to make women aware of career opportunities but also go some way towards changing the predominantly male culture of the industry," said Madi Pilgrim, VFM's manager and one of many women at the top within the PSV industry.



▼ Passenger Information

Taylor moves to info experts

DATA sales manager for National Band III, **Geoff Taylor**, has taken his skills to real-time passenger information experts Advanced Communications and Information Systems (ACIS).

Mr Taylor takes a post as sales and marketing director, with the aim of devel-

oping the markets.

"I feel the respective strengths of NBII's voice and data communications capability, and ACIS' road fleet management and vehicle location expertise will become an increasingly powerful force in the industry," said Mr Taylor.



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1. What is your primary job title? (Tick one only)

- Owner/Director.....☐ 01
 Senior/General.....☐ 02
 Engineering/Service Manager.....☐ 03
 Other(please specify).....☐ 04

2. What is your company's main business function?

- Bus Operator.....☐ 01
 Coach Operator.....☐ 05
 Coach & Bus Operator.....☐ 02
 Local Government.....☐ 03
 Other (please specify).....☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5.....	☐ 01.....	☐ 10
6-10.....	☐ 02.....	☐ 11
11-15.....	☐ 03.....	☐ 12
16-25.....	☐ 04.....	☐ 13
26-39.....	☐ 05.....	☐ 14
40-100.....	☐ 06.....	☐ 15
101-400.....	☐ 07.....	☐ 16
401-1000.....	☐ 08.....	☐ 17
1000+.....	☐ 09.....	☐ 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles.....	☐ 01.....	☐ 12.....	☐ 23
Parts/Spares.....	☐ 02.....	☐ 13.....	☐ 24
Oil/Fuel.....	☐ 03.....	☐ 14.....	☐ 25
Breakdown.....	☐ 04.....	☐ 15.....	☐ 26
Insurance/Finance.....	☐ 05.....	☐ 16.....	☐ 27
Fuel Cards.....	☐ 06.....	☐ 17.....	☐ 28
Training.....	☐ 07.....	☐ 18.....	☐ 29
Venue/Attraction Tickets.....	☐ 08.....	☐ 19.....	☐ 30
Ferry Crossing.....	☐ 09.....	☐ 20.....	☐ 31
Hotel Bookings.....	☐ 10.....	☐ 21.....	☐ 32
Theatre Tickets.....	☐ 11.....	☐ 22.....	☐ 33
Other (please specify).....	☐ 34		

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire.....☐ 01
 Day Excursions.....☐ 02
 British Tours.....☐ 03
 European Tours.....☐ 04
 Local Government Contracts.....☐ 05
 Emergency/Breakdowns Services.....☐ 06

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Expiry Date..... /.....



Signed.....

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Job Title.....

Company.....

Address.....

Postcode..... Tel:

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